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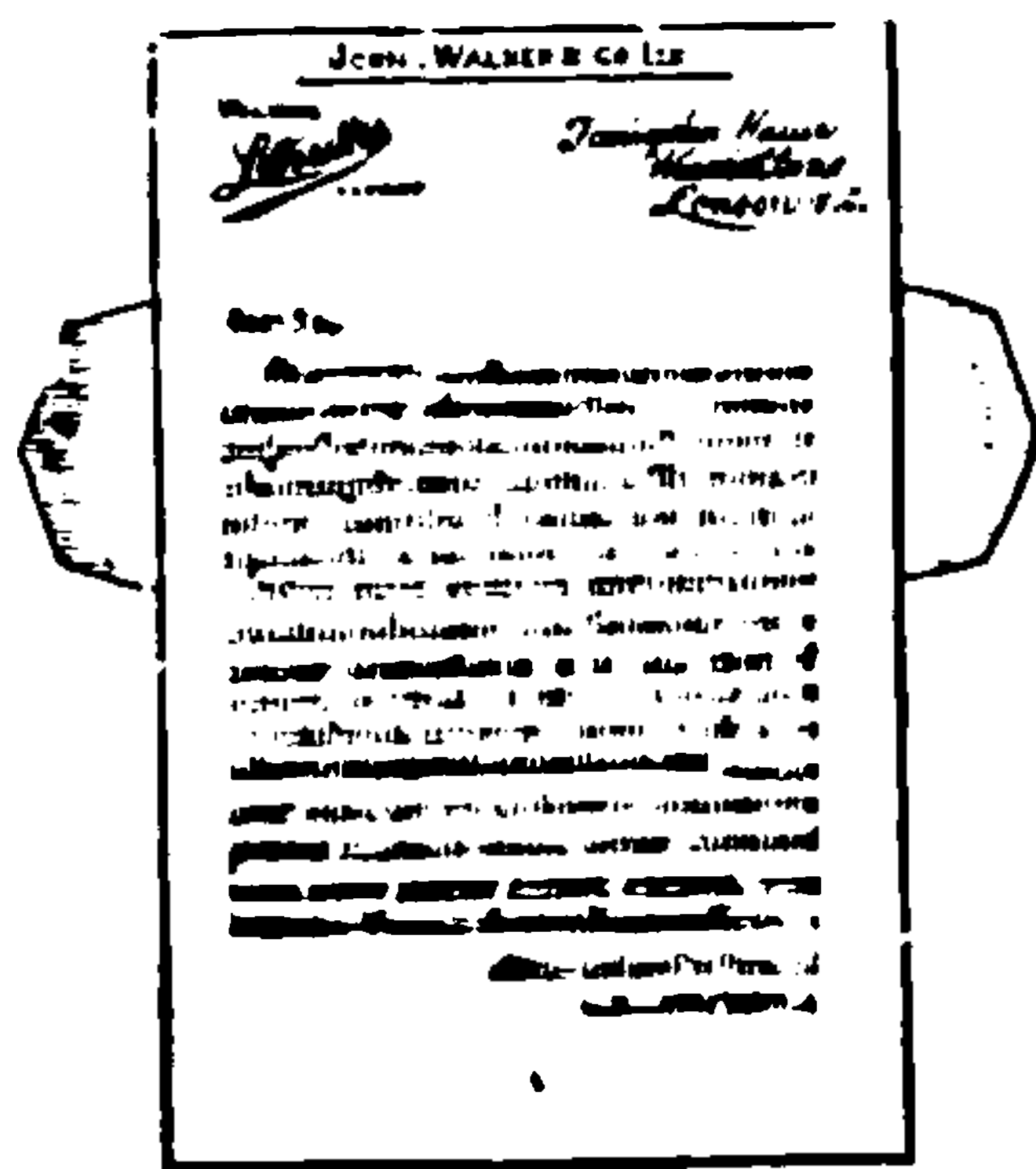
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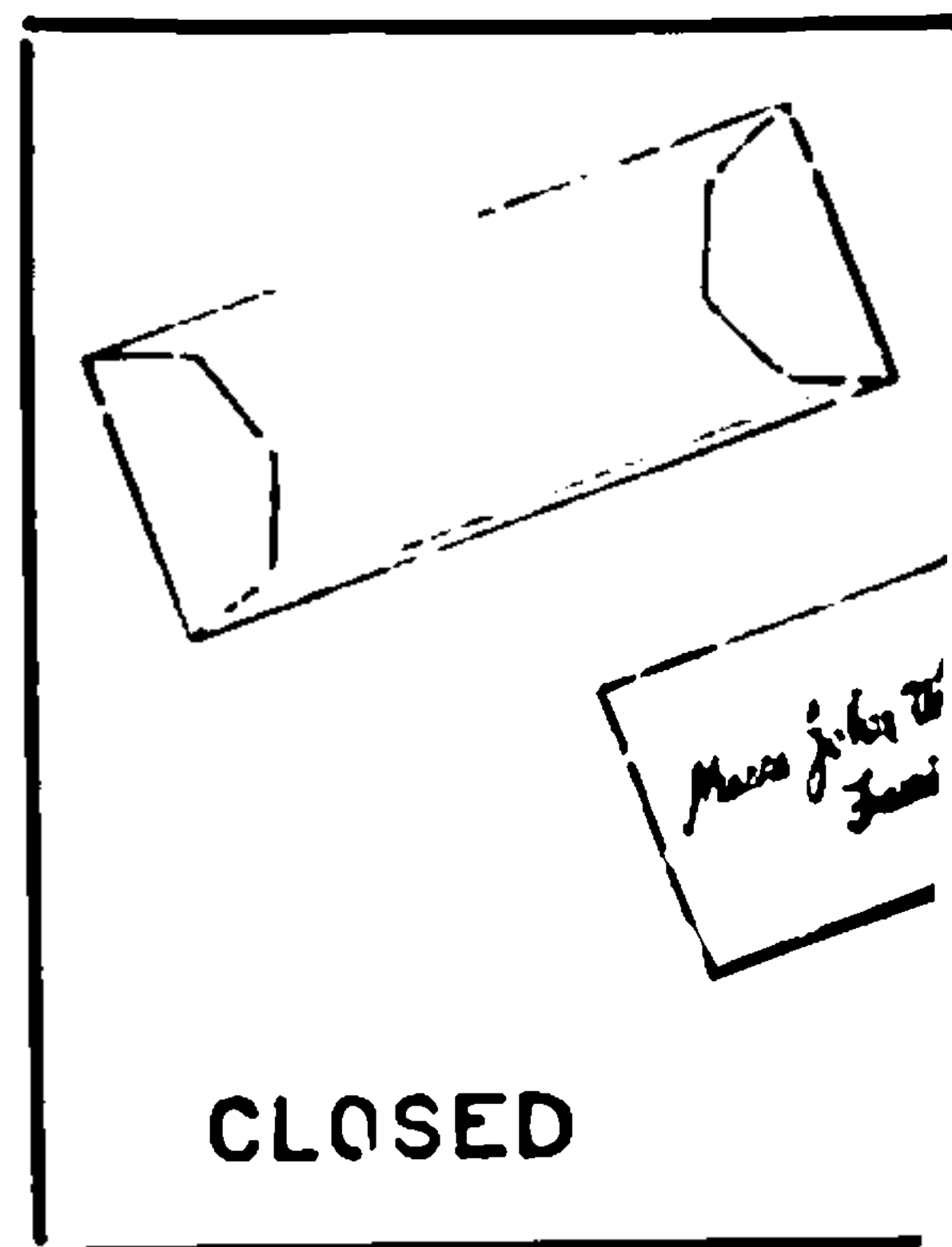
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INTRODUCTION.

HAVING been repeatedly asked for a Guide to the City of Buenos Aires, with a correct and comprehensive Map, the publisher has replied by putting this book before the public. To deal separately with its features it only need be said that the

Spanish Conversational Phrases do not pretend to convey anything like a full knowledge of the Spanish language, but merely to supply the conversational needs of the new arrival. Should he be only on a short visit they will answer most of his requirements. On the other hand, should he intend making a long stay, they will answer the purpose of assisting him until such time as he makes other arrangements for acquiring the language. For this reason the phrases deal with every situation in which the new arrival is likely to find himself within the first few days.

The Illustrations are in every case original and accurate.

The Compilation has been so arranged for as to ensure its absolute accuracy.

Railway Information, and that concerning postal and telegraphic regulations, municipal and other statistics, &c ,

GUIDE TO BUENOS AIRES.

have in every case been obtained direct from their respective official sources.

Historical Data have been culled from works of great reliability, and, in short, no pains have been spared by the publisher to put on the market an unambitious but useful book, well calculated to fill its mission of being a guide, mentor, and friend to the new arrival.

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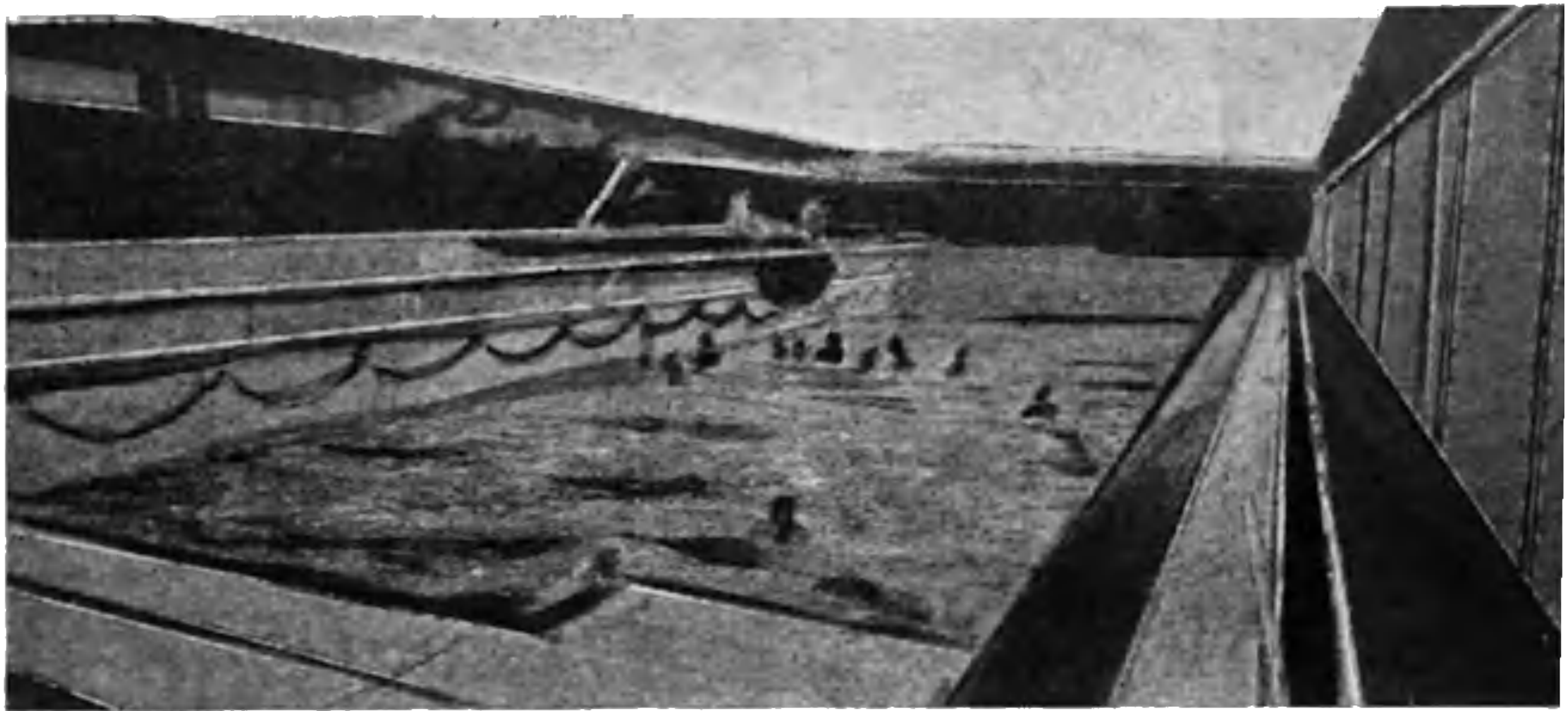
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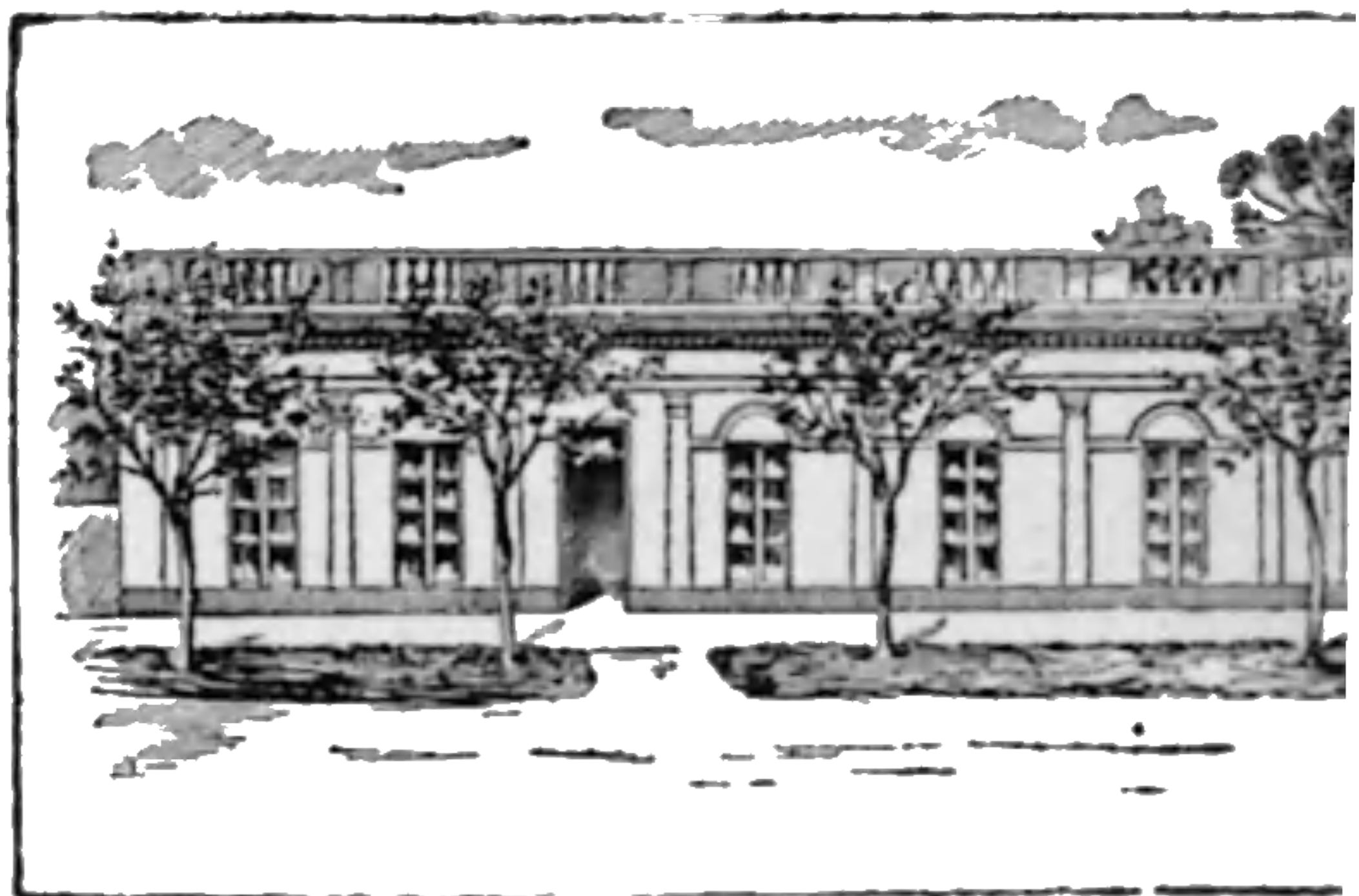


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AVENIDA DE MAYO
THE FIRST SETTLEMENT AT BUENOS AIRES ATTACKED BY THE INDIANS IN 1535
STOCK EXCHANGE (LA BOLSA)
PLAZA VICTORIA
ESCUELA NAVAL MILITAR
PLAZA LAVALLE
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SUNDAY OUT, ARGENTINE CAMP
SIERRAS DE CÓRDOBA (CÓRDOBA HILLS)
ARGENTINE GAUCHO WITH GUITAR
GAUCHO
GOING TO MARKET, BUENOS AIRES

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THE CITY OF BUENOS AIRES.

On first arriving in Buenos Aires, many a visitor, relying upon knowledge gained by the perusal of ancient, out of date, or fictitious literary matter, is surprised to find that Buenos Aires is a city, a really great city, and not a picturesque collection of wooden shanties, backed by a prairie and inhabited by a population of half-civilised 'gauchos,' mounted on rough-coated ponies and armed to the teeth.

It is as well to dispel this illusion at once by stating that Buenos Aires is one of the largest cities in the world; the largest of all in South America and undoubtedly the most important and the most modern and progressive in the whole continent. Larger in area than Paris, Berlin, or Vienna, the 'Paris of the South,' as Buenos Aires has been by no means unaptly nicknamed, is possessed of every possible improvement and convenience that modern ingenuity has devised. In fact, the resident of Buenos Aires would be far more surprised to hear of any modern improvement his city does *not* possess than the newcomer to see the many that it *does*.

Buenos Aires was founded as a city in 1535, but it is only during the last half-century that her progress has been so phenomenal as to attract world-wide attention.

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In a city such as Buenos Aires, where much depends upon the season and even more on the statistics relating to immigration, it is not possible to give any precise figure as to the amount of population. It may be put down roughly at one and a quarter million inhabitants, and a very large percentage could be described as floating population, spending part of their time in the city and part in the camp, as the country districts are generally referred to. Also, the population varies to the extent of very many thousands, according to whether the shipping is brisk or dull. The town is divided into twenty parishes and police districts, and protection is provided by thirty-eight auxiliary police-stations ('comisariás') besides the Central Police Department in Calle Moreno. On the whole the police force is conscientious and efficient, although somewhat scanty for a city of such importance. In all cases of complaint the stranger can depend upon courtesy and civility, more especially on the part of the superior officials. He will, however, not so easily find promptness and dispatch, but the visitor may as well make up his mind from the moment of landing to philosophically practise the virtue of patience when dealing with any class of officials whatsoever.

How to Find Your Way.

The arrangement of the streets is such that, when the new arrival learns to bear a few facts in mind regarding construction, he can find his way about with a minimum of inconvenience. The town is entirely bisected by a long, and, in places, broad thoroughfare, named Calle Rivadavia.

Starting from dock No. 3, this street runs through the whole town, and every street placed at right angles to it starts its numbers there. Thus, walking up Calle Rivadavia and keeping his back to the river, the pedestrian will find that the first house in each street he passes is marked No. 1 on the one side and No. 2 on the other, this rule of numbering odd numbers and even numbers on opposite



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A LADY OF BUENOS AIRES
in her Walking Dress, 1840.

GUIDE TO BUENOS AIRES.

huge sum probably falls far short of the actual value, as an exact check upon the output is a matter of impossibility. In 1897 buildings were erected in Buenos Aires to the value of £2,060,130, whereas in 1908 the value of the new buildings put up was reckoned at £9,500,000, truly a remarkable proof of the city's advancement. In twelve years the total amount of the buildings constructed has equalled £28,000,000.

Tramway Service.

The city's tramway service claims to be the most perfect in existence. Throughout the entire central portion of the town there is a line of electric tramways in every street with the exception of the Avenida de Mayo and Calle Florida. The narrowness of the streets already referred to forbids the existence of a double line except in such wide thoroughfares as the Paseo de Julio, the Paseo Colon, the Avenida Alvear, and various portions of such streets as Calles Las Heras, Rivadavia, Córdoba, Almirante Brown, &c., and in the various suburbs. For instance, car No. 9, running from Retiro, makes its way up Calle Reconquista, but returns *viâ* the next street, Calle San Martin. To ascertain the various routes traversed by the different numbered cars the visitor cannot do better than purchase one of the ten cents tramway guide-books, on sale in any part of the town.

GUIDE TO BUENOS AIRES.

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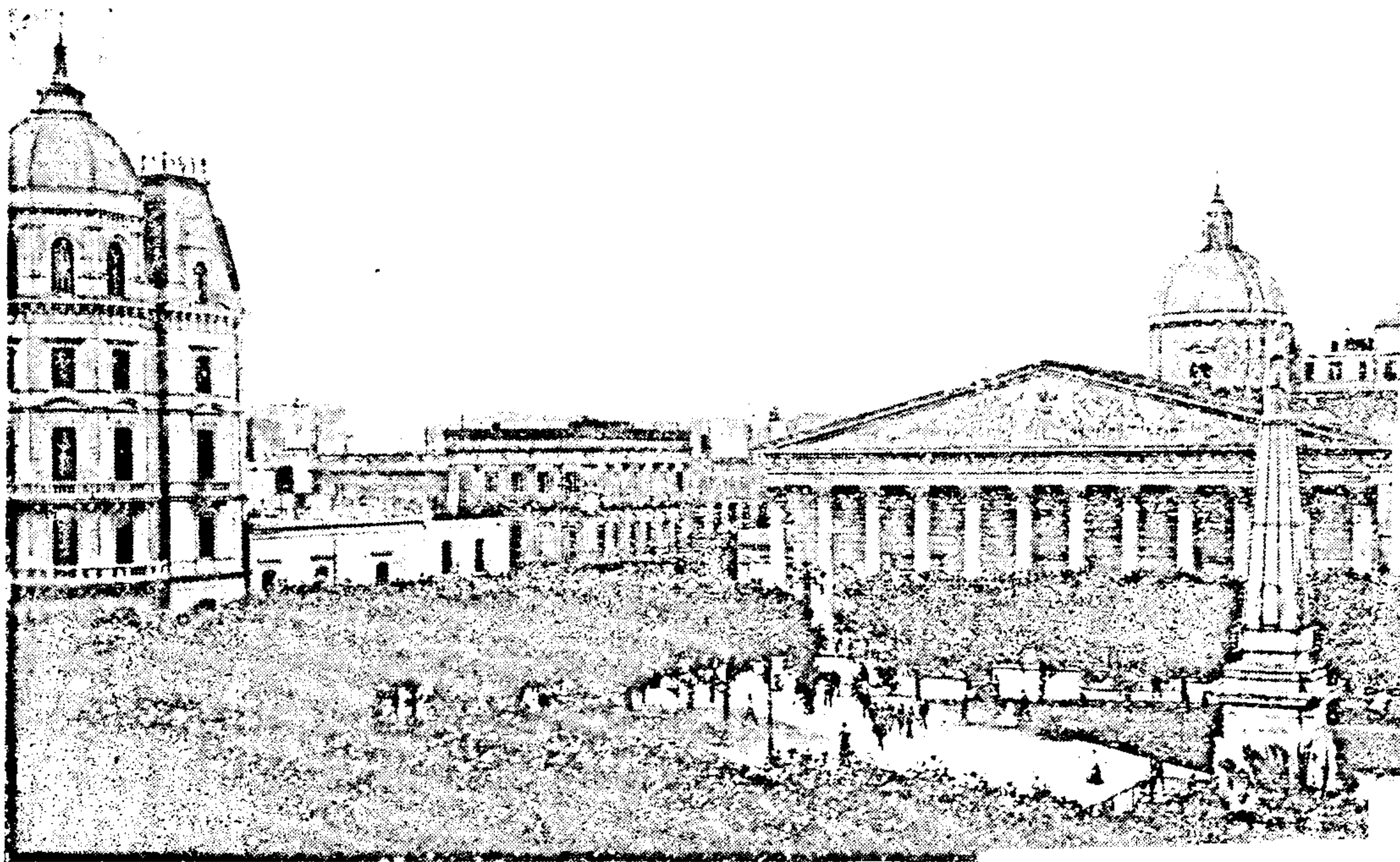
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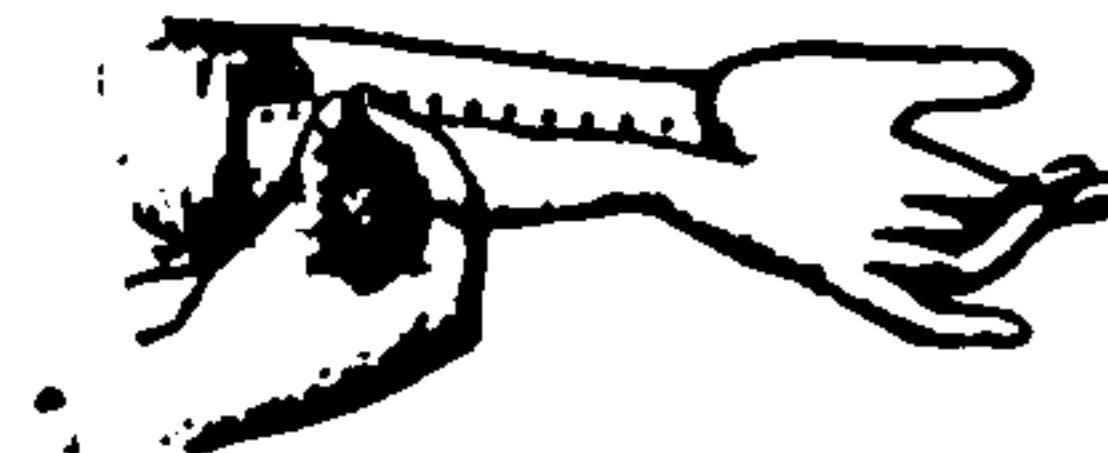
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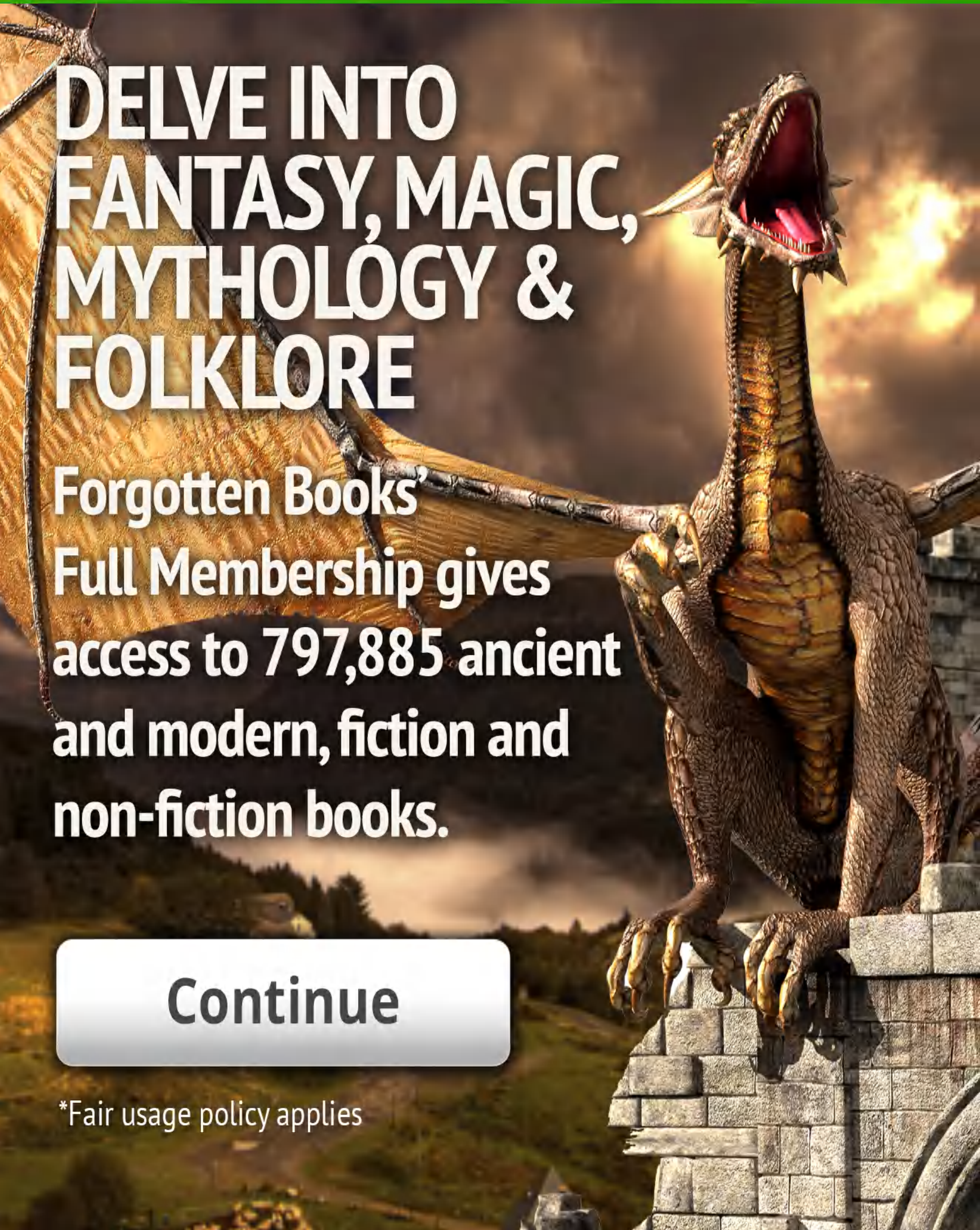
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Visitors to Buenos Aires are strongly advised to transact all financial business and money exchanging at one of the Banks, in preference to patronising the *small* money-changing shops where rates of exchange do not rule so high, nevertheless there is the Exchange Office of Señor Vaccaro at 156 Florida, where you can exchange your money at best rates current. We thoroughly recommend this house.

Principal Banks in Buenos Aires.

London and River Plate Bank, Bartolomé Mitre, 399.

British Bank of South America, Bartolomé Mitre 400.

London & Brazilian Bank, Bartolomé Mitre 402.

Banco de la Nación Argentina, Rivadavia 367.

Anglo South American Bank (late Tarapaca), Reconquista 78.

Italia y Río de la Plata, Bartolomé Mitre 434.

Banco Germánico, Reconquista 29.

Banco Español del Río de la Plata, Cangallo 400.

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1000 kilograms	about 1 ton.
1 kilometre	0.62138 mile
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1 hectare ...	2.471 acres.
1 litre ...	0.22 gallon.
1 hectolitre	22 gallons.
1 'quintal'...	46 kilos=101 lbs.
1 'arroba'	25 lbs.
1 bushel	55 lbs.=25 kilos.

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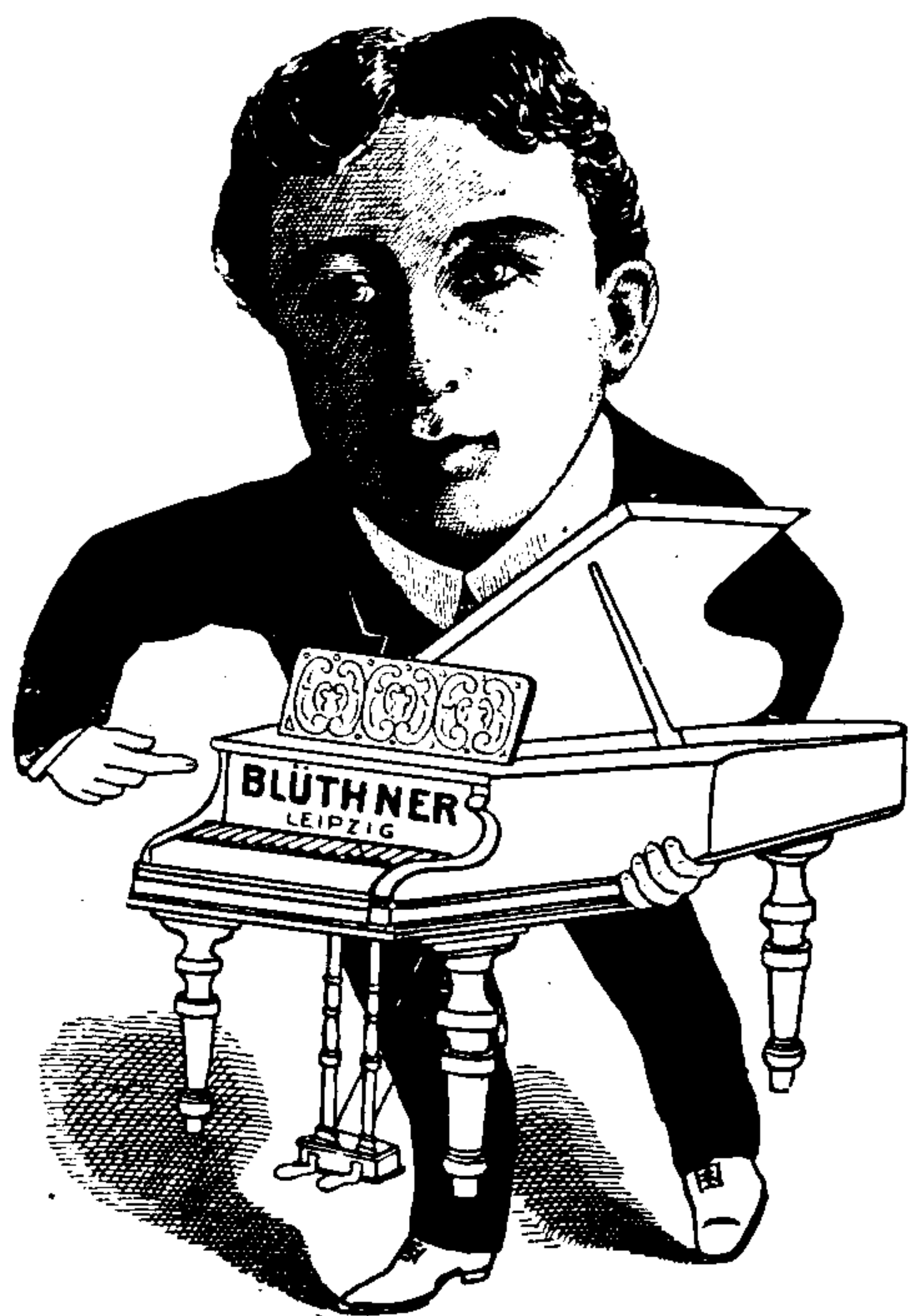
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Avenida de Mayo: Buenos Aires.

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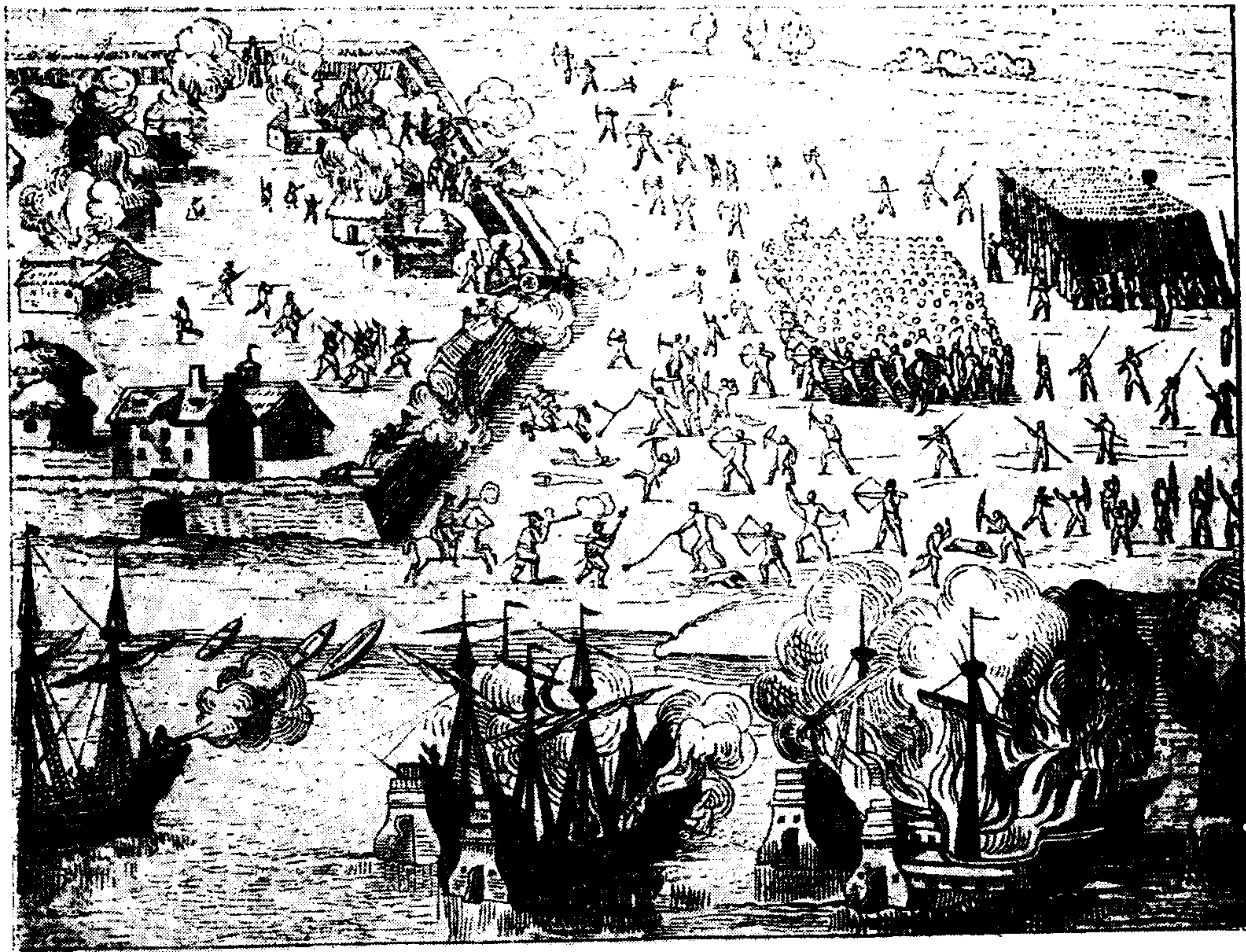
GUIDE TO BUENOS AIRES.

PLACES OF AMUSEMENT—THEATRES, &c.

In the way of places of amusement Buenos possesses a splendid selection of theatres, where so the very finest artistic talent in the world is to be seen. Especially is this the case with operatic companies, of which a large number visit South America every year. Essential to a musical by nature, the Argentine will not tolerate inferiority in musical or operatic performances, and the result is that at the principal theatres a galaxy of talent is assembled during the opera season that would do credit to any European capital. Many good dramatic companies visit Buenos Aires, but on the other hand variety entertainments are remarkably few and for the most part of a low means good. The principal music-hall is the Casino on Calle Maipú: a good programme is occasionally to be witnessed here; but at all times it is undesirable to tarry there, and even less so to any of the other music-halls.

Of the theatres, the most magnificent of all is the Municipal Theatre, the Colon. Only completed in 1908, this imposing building occupies a whole square in the city of Lavalle and is one of the finest theatres in the world. Its erection cost more than half a million sterling, and more than nine years were required to complete it. The performances given here are always of a very high-class nature, consisting principally of grand opera. Entrances are by Calles Libertad, Tucuman, Viamonte, and the city of Lavalle.

The Opera House is another very fine theatre, beautifully fitted and decorated, though the building, wedged in among shops and houses, is not by any means imposing. Here again, the visitor can rely upon good food being served up for his delectation. The address is Corrientes 860.



The first Settlement at Buenos Aires attacked by the Indians in 1535.

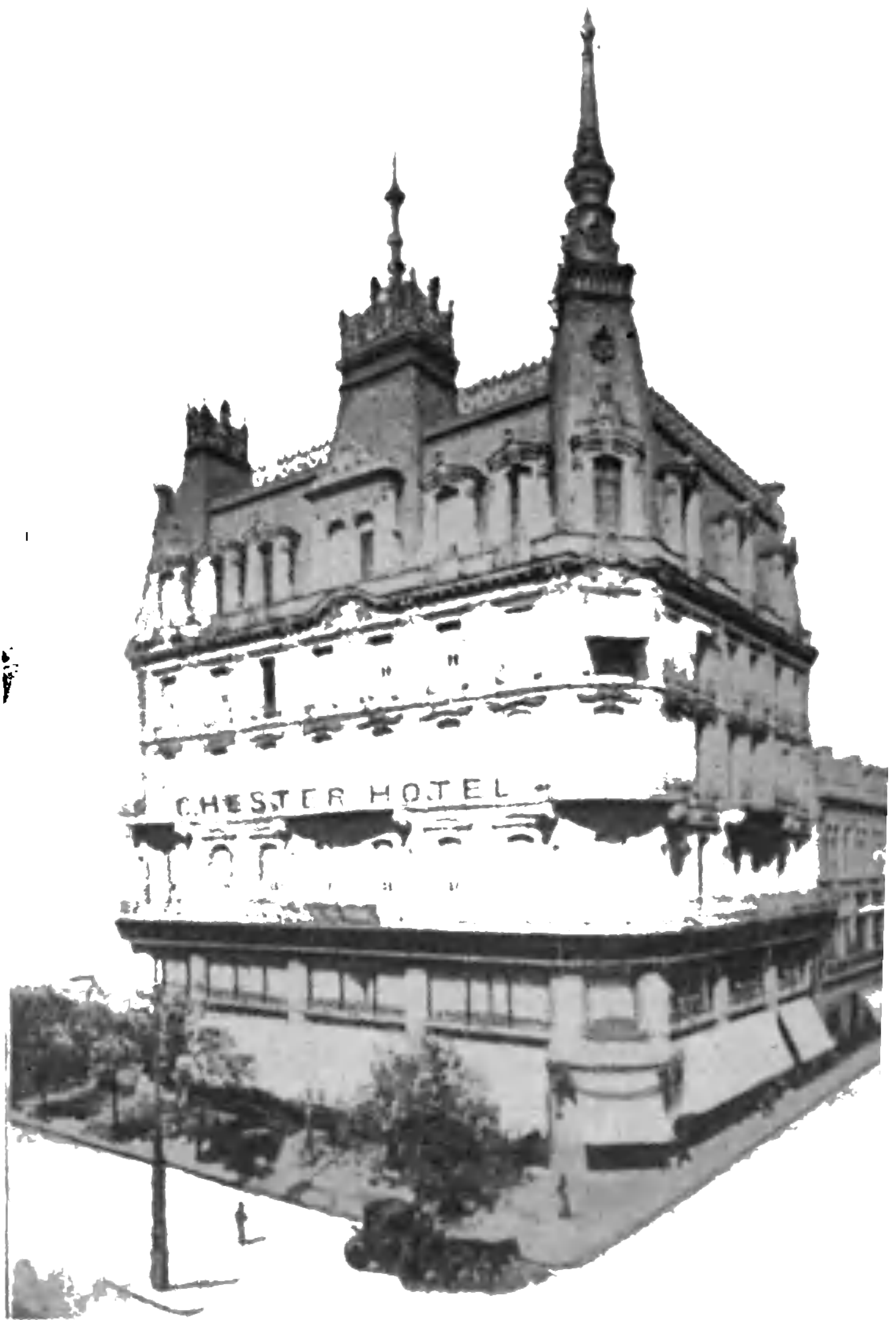
From a print published by Schmidel (who was there at the time).

Other much-patronised Theatres are :—

- Teatro Odeon, Esmeralda 367.
- „ San Martin, Esmeralda 257.
- „ Politeama, Corrientes 1479 and 1491.
- Coliseo Argentino, Charcas 1109–1149.
- Teatro de la Avenida, Avenida de Mayo 1218.
- „ de Mayo, Avenida de Mayo 1099.
- „ Apolo, Corrientes 1386.
- „ Marconi, Rivadavia 2328.
- „ de la Comedia, Carlos Pellegrini 248.
- „ Libertad, Ecuador 577.
- „ Victoria, Victoria 1390.

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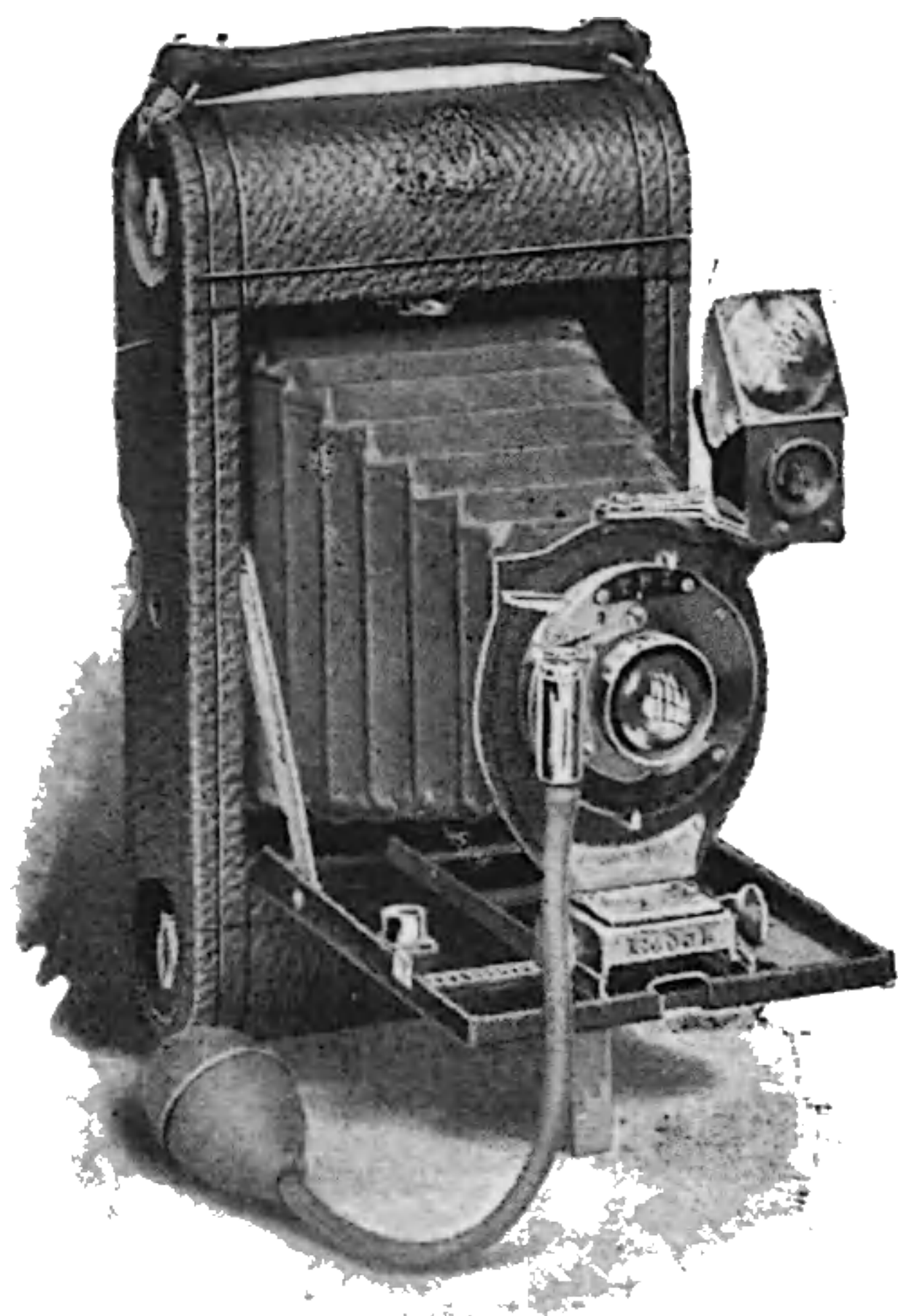
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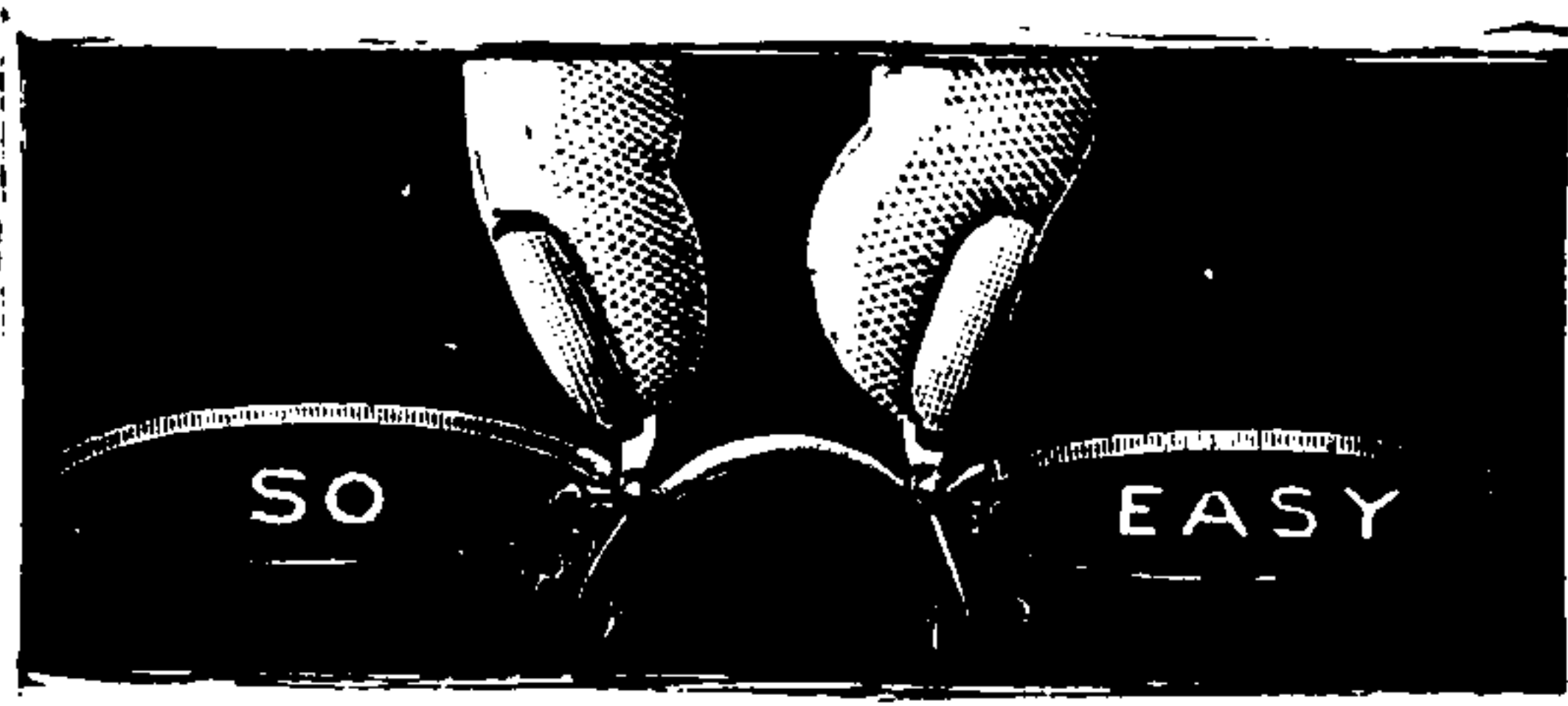
Stereoscope Views of the Republic.

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mileage of some of the principal railways in March, 1909,
was as follows :—

Great Southern Railway	2740
Buenos Aires and Pacific Railway	...	...	2494
Central Argentine Railway			2390
Buenos Aires Western Railway	...	...	1305

The respective capital of these four railways to date is—

Great Southern Railway	...	£33,300,000
Pacific Railway	...	15,450,000
Central Argentine Railway	...	32,188,141
Western Railway	...	17,020,805

Argentine Wheat.

Firstly, as a wheat-producing country, Argentina ranks sixth in the world, only being beaten by the United States, Russia, France, India, Austria and Hungary. The crop

GUIDE TO BUENOS AIRES.

for the present year (1909) is calculated to reach 5,162 tons, and on December 31st last (1908) the various ways, by order of the Government, had sufficient ro stock on the line to ensure the transport of 1,062 tons of grain monthly, the tonnage being distribute follows :

						T
Southern Railway ...	...	...	...	...	...	235
Western Railway ...	...	...	...	...	...	167
B. A. and Rosario Railway		...	...	...	...	142
Central Argentine Railway		...	...	...	...	135
Pacific Railway ...	...	...	...	...	...	157
Argentine Great Western Railway						60
Andino Railway ...	...	...	...	...	...	10
Central Northern Railway		...	...	...	...	30
Province of Santa Fé Railway	...					67
Central North Eastern Railway	...	...	...	...	...	35
Córdoba and Rosario Railway	...	...	...	...	...	18
						<hr/> 1,062 <hr/>

The above quantities do not refer only to wheat, but include linseed, maize, and oats. The total cereal crop 1909 is calculated to aggregate 15,494,000 tons.

Geographical Position, &c.

Buenos Aires is geographically placed at Lat. S. 34° and Long. W. 58° 21', the distance from Southampton 6471 miles. The time is 3 hours 53 minutes 21 seconds behind Greenwich mean time. Geographically and climatically the city, and, for that matter, most of the province of Buenos Aires, is so advantageously situated that, both from an agricultural and commercial point of view, its advancement, rapid as it has been, is perfectly natural and easy to be understood. The climate, although warmer than that prevailing in England, is seldom or

tropical heat as to be insupportable. The terrible droughts suffered by the northern provinces at times, and the cruel frosts of the extreme south, are unknown quantities in this favoured region, and although something like torrential downpours of rain are experienced in the rainy season, these seldom last long enough to cause anything more serious than inconvenience, or at the worst, slight damage. Topographically, the province is flat, and in a scenic sense somewhat monotonous and uninteresting. This same flatness, however, has been a great advantage in facilitating road transport, and railway construction has been a very valuable asset to the Republic itself.

The City.

As an object of beauty, the city of Buenos Aires is severely handicapped by one circumstance that is invariably noticed by the new arrival. This is, that for the most part the streets are exceedingly narrow, contrary to general belief. They were not so constructed for the purpose of economising space, but so that, in the hot season, one side at least would be shady excepting for the time that the sun is at its zenith. However, no matter what the reason, there is no denying the fact that much of the architectural beauty of the buildings is lost on account of the *coup d'œil* being so very limited. At times one is struck by the magnificent appearance of a corner building, which by reason of its position commands attention. It is only then that one notices that whole rows of buildings on either side of it are equal, or nearly so, in point of beauty, but the narrowness of the street up which he has passed had prevented the visitor from noticing this fact before. Undoubtedly the finest thoroughfare in the city is the Avenida de Mayo (see illustration, page 29), nearly a mile and a-half long, perfectly straight, and some forty yards wide. This splendid street starts at the Plaza 25 de Mayo (also called Plaza

Buenos Aires Great Southern Railway

WORKING 2740 MILES OF LINE.

General Manager - J. PERCY CLARKE, M.Inst.C.E.



PLAZA CONSTITUCION STATION.

(See illustration of old Station, page 139.)

The Great Southern Railway serves the greater part of the Province of Buenos Aires, and the main portion of the system lies between the Buenos Aires and La Plata and Bahía Blanca. The Company provides extensive shipping accommodation at the latter place, with moles and wharves equipped with modern appliances for dealing with large quantities of cargo. Beyond Bahía Blanca the Railway runs across the Pampa Central and Negro Territories to Nenquen, from whence an Extension to the frontier has been sanctioned by Congress.

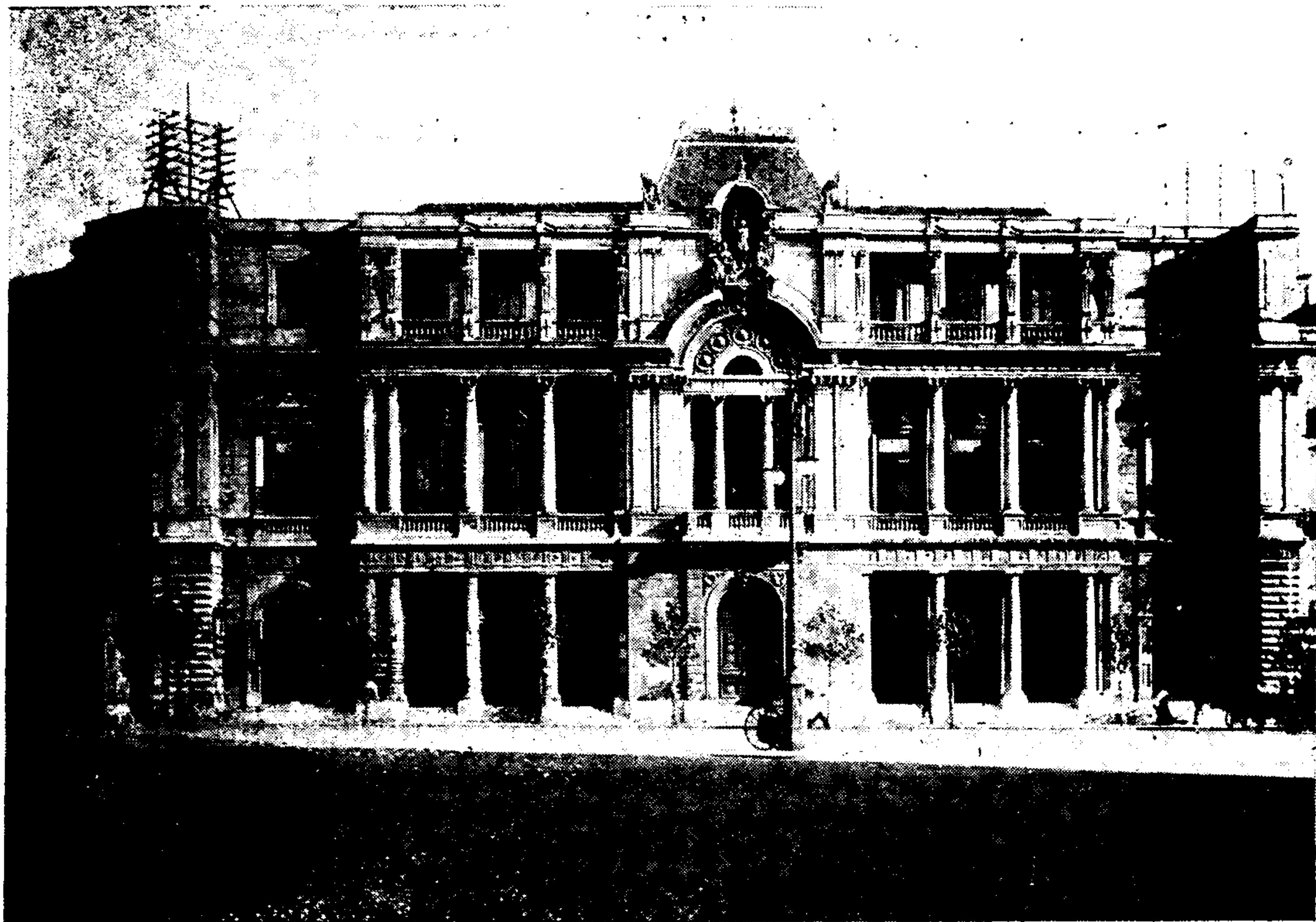
PLACES OF INTEREST.

Amongst places of interest on the line may be mentioned Tandil and the famous rocking-stone (see illustration, page 103), and the fashionable places of the Argentine Republic; Mar del Plata, to which a special night train and express day train with Pullman cars is run. To Mar del Plata the bookings last season were nearly 25,000. At La Plata, the capital, there are many fine buildings, and a museum which has an international reputation. The Company is now undertaking an important extension programme comprising about 1500 kilometres—say, 930 miles of

City Office: 568 CALLE CANGALLO

Buenos Aires, May 1909.

(where full information can be obtained)



Stock Exchange (La Bolsa) Buenos Aires.

[Photo: H. G. Olds.]

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GUIDE TO BUENOS AIRES.

Mayo and Plaza Victoria), and extends right along the great pile of the new Congress House, now in construction.

Plaza Victoria (see illustration, page 45).

Buenos Aires' principal square or plaza is a splendid open space, tastefully laid out with flower-beds, turf paths &c., and adorned with fountains and statues.

The most conspicuous building in the Plaza, as also the most important, is Government House (see illustration page 111), situated in the most prominent part of the Plaza Victoria, is built of red brick and sandstone, and extends the entire length of the bottom of the square. The back of the building gives on to the Plaza Colon, which, being on a lower level than the Plaza Victoria, adds a story to the Terraces overlook this back view, but, truth to tell, the view itself is scarcely of sufficient interest to cause the terrace to be much frequented. The interior is noteworthy for the abundance of marble used in its construction. Staircases and balustrades everywhere are made of marble material, and, in a great measure, the walls of the galleries are panelled with it. Two inner courts, lavishly planted with palms and plants, are overlooked by the galleries round which the various offices are situated. The furniture with which these apartments are furnished is rich and becoming; it, however, possesses no particular historic interest. Admission to the various chambers can be obtained by letter of introduction to any official of authority, who will facilitate the viewing of such apartments as may not be in actual use at the time of the visit.

Here are found the Presidential Offices and the Ministerial Offices of the various Governmental Departments, each Minister being in possession of a separate set of apartments according to his requirements. It is in this building that foreign Ministers and other special envoys are received in audience by the Chief Magistrate.

GUIDE TO BUENOS AIRES.

to present their credentials, and here also departing Ministers or Charges d'Affaires pay a visit to tender their formal or official messages of farewell to the President and his Ministers. Outwardly, the building is more noteworthy for its great length than for any striking point of beauty.

The Port.

The Port of Buenos Aires was completed by Madero Brothers in 1897, and includes the Riachuelo Port, constructed in 1877, and the Great Southern Railway Company's South Dock. Steamers drawing twenty-six feet can enter from the River Plate by the North Channel, which enters the Port at the North Basin and by the South Channel (eleven miles long), which ends at the mouth of the Riachuelo River. The entire Channel is buoyed. The Port consists of four docks, numbered 1, 2, 3, and 4, from south to north, and two basins. The North Basin has two dry docks, that permit the dry-docking of any ship likely to enter the Port. There are many extensive warehouses, the property of the Government.

The opening and closing of the dock and flood-gates are worked by hydraulic machinery. The fixed cranes and derricks employed can lift very heavy weights. The Madero Port and the Riachuelo are lighted throughout by electricity. There are railway lines and traction-engines along the dock-sides, as also many travelling cranes and a floating crane. The grain-elevators are in Docks 2 and 3.

Dock No. 1 is 620 yards long by 170 yards wide, and the depth of water on the sills is 23 feet 9 inches.

Dock No. 2 is connected with Dock 1 by a lock 95 yards long by 25 yards wide, with a swing-bridge attached. The dimensions of this dock are the same as No. 1. On the east side are three grain warehouses, and there are sets of rails to facilitate loading operations.

Dock No. 3 is connected with Dock No. 2 by a lock of



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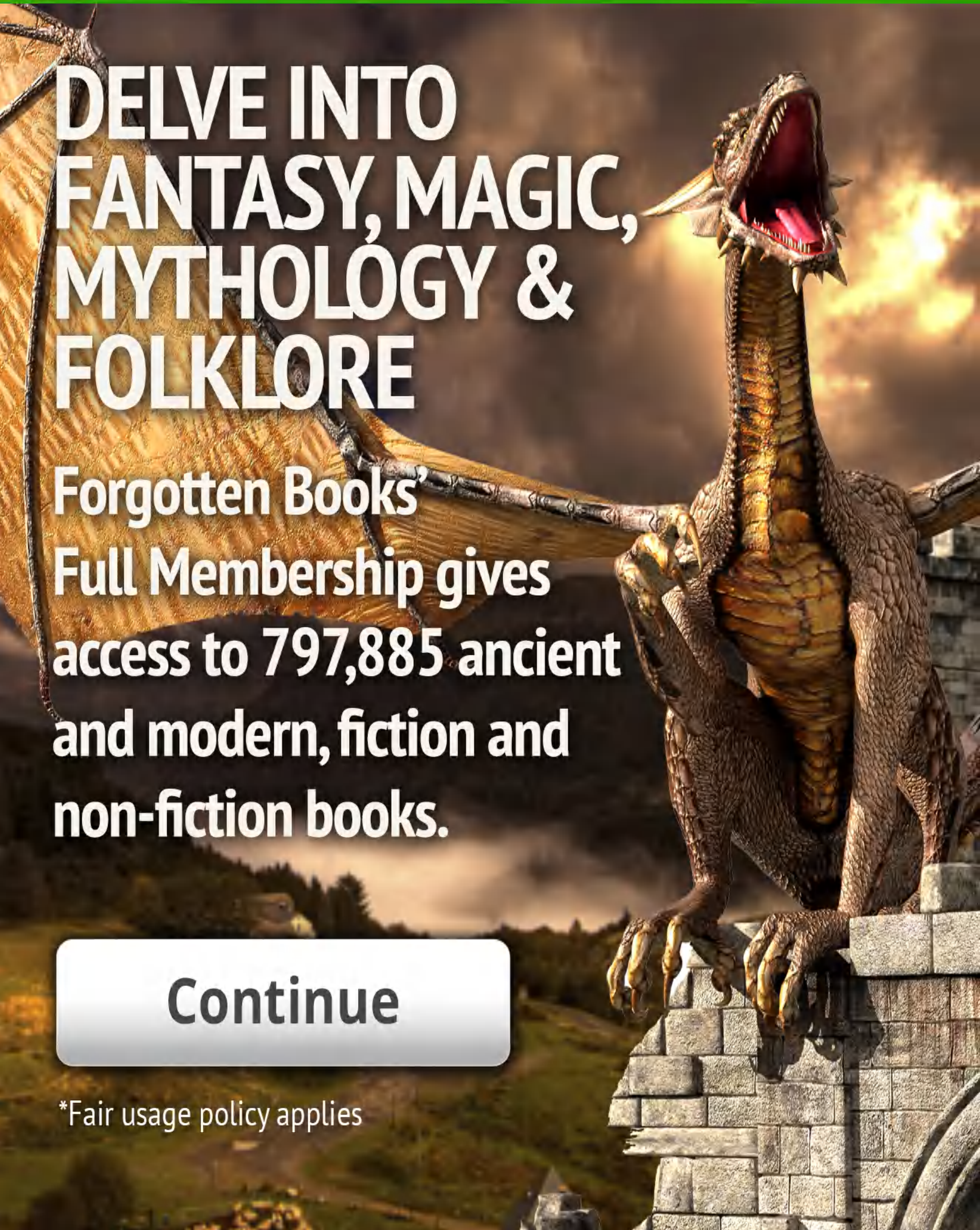
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Telégrafo, Telefónica del Plata, Reconquista 230

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Live-stock.

As is well known, the Argentine Republic is the country *par excellence* for the breeding of cattle, and the importance of Buenos Aires in this respect cannot be over-estimated. Not only is it the principal port for the enormous quantities of frozen meat sent all over the world, but as a port of importation of live-stock it ranks equally prominent, for, though the imports are naturally far smaller than the exports, the importation of blood-stock is one of the most important factors that have of late years contributed to the progress of the Republic. This is best illustrated by reference to the official figures.

As recently as 1895 as much as 50 per cent. of the country's cattle was bred from native stock, and therefore of inferior quality. In 1908, native-bred stock only amounted to 8.7 per cent. Cross-breeds in 1895 represented 49.2 per cent., and in 1908, 85.1 per cent.; whereas the pure-blooded cattle in the years indicated increased from 0.6 per cent. to 6.2 per cent., and a proportionate improvement in quality is observable in sheep.

The animal census now being taken by the agricultural authorities of the Republic is not yet completed, but such figures as are so far available will tend to convey some idea of the prodigious productive powers of Argentina's colossal cattle ranches, or estancias, as they are called. In seven provinces alone it is computed that there are 25,001,690 head of horned cattle. When it is considered that there still remains another seven provinces and nine vast tracts of national territory, the reader may form his own opinion as to the country's limitless possibilities in this direction, especially when it is remembered that the whole human population of the country is less than seven millions.

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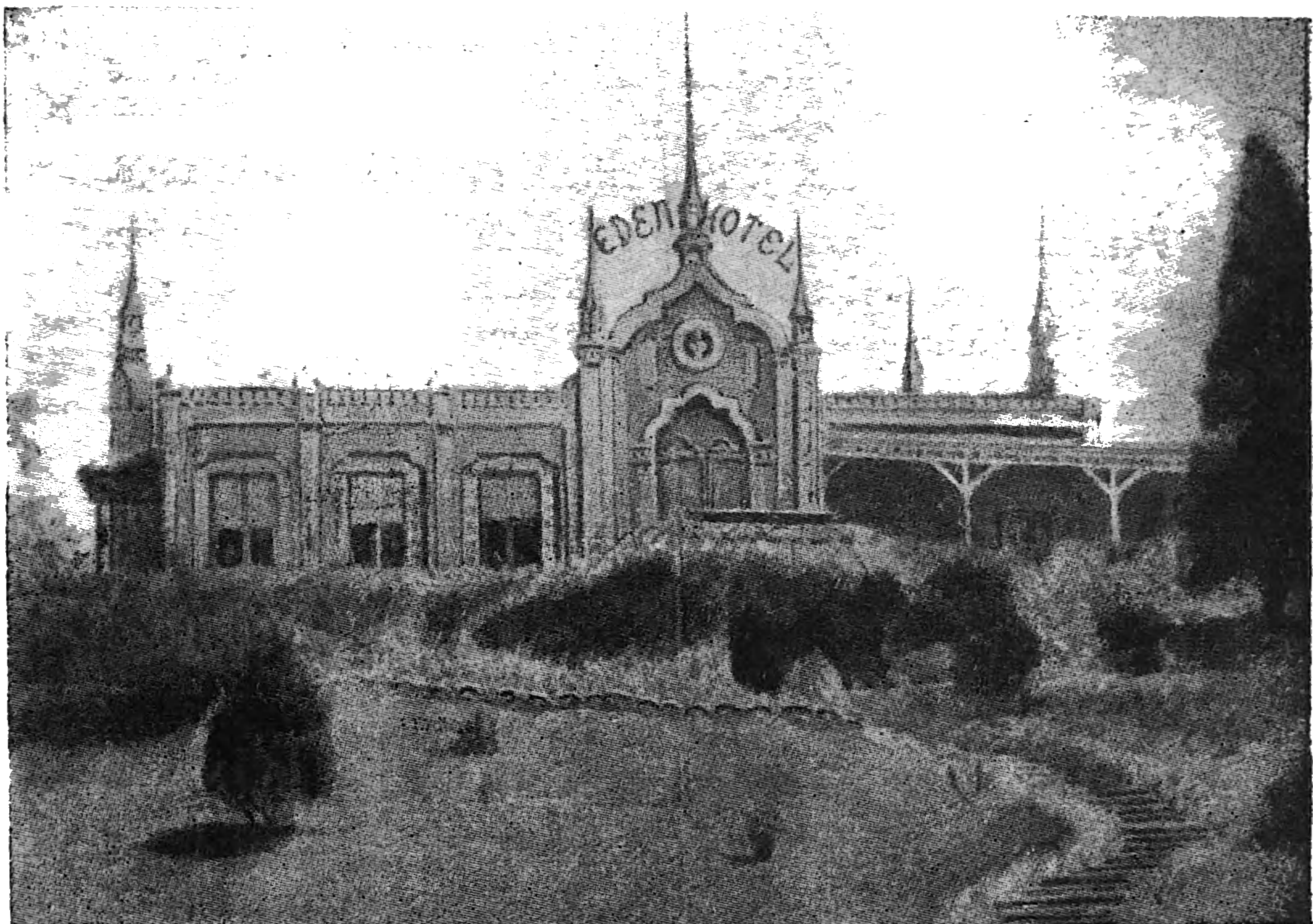


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Clubs.

The following are the principal clubs and social societies in Buenos Aires :

JOCKEY CLUB, Calle Florida 559. Entrance fee, \$3000 ; subscription, \$120 yearly. Members, 3000. President, Dr. Benito Villanueva. Founded in 1882.

PROGRESO CLUB, Avenida de Mayo 633. Entrance fee, \$500 ; subscription, \$10 monthly. Members, 1900. President, Dr. A. E. Davilo. Founded in 1852.

STRANGERS' CLUB (Residentes Estrangeros), Calle Bartolomé Mitre 476. Entrance fee, \$200 ; subscription, \$10 monthly. Membership, 778. President, W. H. J. Dates, Esq. Founded in 1841.

GUIDE TO BUENOS AIRES.

ENGLISH CLUB, Calle Bartolomé Mitre 478. Entrance fee, \$100; subscription, \$100 yearly. Members, 356. President, J. P. Clarke, Esq. Founded in 1866.

FRENCH CLUB (Francés), Calle Florida 112. Entrance fee, \$50; subscription, \$10 monthly. Members, 120. President, José Liguieres. Founded in 1866.

ITALIAN CLUB (Italiano), Calle Florida 8. Entrance fee, \$200; subscription, \$10 monthly. Members, 120. President, L. Tarnassi, Esq. Founded in 1875.

ARMS CLUB (Circulo de Armas), Calle Corrientes 1234. Entrance fee, \$500; subscription, \$17.50 monthly. Members, 250. President, M. Pinedo, Esq. Founded in 1887.

SPANISH CLUB (Español), Calle Bartolomé Mitre 1234. Entrance fee, \$100; subscription, \$8 monthly. Members, 404. President, Fermin Calzada, Esq. Founded in 1871.

ENGLISH LITERARY SOCIETY (Sociedad Literaria Inmigrante), Calle Cangallo 536. Entrance fee, \$15; subscription, \$1 per quarter. Members, 361. President, Dr. J. J. Rodríguez. Founded in 1876.

A List of a few of the City's Public Offices and Establishments :

Custom House, Calle Balcarce, corner of Calle Victoria, opposite south side of Government House.

Fire Brigade Headquarters, Calle Belgrano 1551.

Agricultural Statistics Department, Calle Victoria 318.

General Statistics Department, Calle Maipú 988.

Emigration Department, Calle Alsina 627.

Emigrants' Asylum (Hotel de Emigrantes), next to the Station. New one now in course of construction on the side of the North Basin.

GUIDE TO BUENOS AIRES.

- Botanical Gardens, Calle Santa Fé 3951.
Zoological Gardens, Calles Las Heras and Serrano.
Administrative Offices of National Lottery, Calle Belgrano 666.
National Historical Museum, Calle Defensa 1600.
National Fine Art Museum, Calle Florida 783.
Meteorological Office, Calle Viamonte 640.
National Penitentiary, Calle Las Heras 1580.
Reformatory for Minors, Calle Caseros, between Calles Pasco and Pichincha.
Women's Correctional Asylum, Calle San Juan 369.
National Library, Calle Méjico 564. Open, from April 16th to October 15th, from 11.30 till 4, and from 8 till 10 p.m.; from October 16th to April 15th, from 12 till 5.
Municipal Library, Calle Corrientes 1615. Open, from 12 till 5 and 8 till 10 every day, except Sundays and holidays.
Public Ambulance and Hospital Service-(Asistencia Pública), Calle Esmeralda 30.
General Prefecture of Ports, Calle 25 de Mayo 269.
Central Police Department, Calle Moreno 1550.
Supreme Federal Court, Calle San Martín 275.
Naval Asylum, Calle Provincias Unidas 3290, Flores.
Grain Exchange, Calle Puerreydón 190.
Argentine Society for the Protection of Animals, Calle Paraguay 1060.
Sarmiento Society for the Protection of Animals, Calle 25 de Mayo 35.
Argentine Rural Society, Calle Florida 316.
Society for the Protection of Children, Calle Venezuela 468.
Asylum for Orphans and Poor Children, Calle Curapaligüe 727, Flores.

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Protestant Churches.

BISHOP OF THE FALKLAND ISLANDS, Right Rev. Edward Francis Every, D.D., M.A., Trin. Col. Cambridge. Buenos Aires address : Aristóbulo del Val 1637.

ST. JOHN'S, Calle 25 de Mayo 286. Rector, Rev. J. H. de Turri Croft, B.A., Jesus College, Cambridge. Private address : Calle 25 de Mayo 286.

MISSIONS TO SEAMEN, Chaplain, Rev. Arthur B. L. Kamy, M.A. Private address : Calle 25 de Mayo 286. Assistant Chaplain, Rev. F. O. Spanton, Calle 25 de Mayo 286.

ST. SAVIOUR'S, BELGRANO. Vicar, Rev. A. O. Tisdall, M.A., Oxon. Private Address : The Vicarage, Echevarria 3252 Belgrano. Organist, G. Lloyd Davies.

CHRIST CHURCH, Barracas al Norte. Calle Uspallata 657. Vicar, Rev. Albert G. Fenn, M.B., C.M., Edinburgh. Private address : Aristóbulo del Val 1637.

ALL SAINTS', QUILMES, F.C.S. Vicar, Rev. G. H. Knight-Clarke, A.K.C. Organist, W. H. Pott.

HOLY TRINITY, LOMAS (Methodist Episcopal), corner of Calles Gascon and Boedo. Pastor, Rev. W. E. Myers. Private address : Gascon, 52 Lomas.

ST. PETER'S, FLORES. Vicar, Rev. Jules Dubourg.

ST. PAUL'S, Calle Charcas 4670. Presbyter in Charge, Rev. William C. Morris. Private address : Uriarte 2572, Palermo.

SCOTCH PRESBYTERIAN, St. Andrew's, Calle Belgrano 575. Minister, Rev. J. W. Fleming, B.D. Private address : Ituzaingó 520. Assistant, Rev. D. Bruce Nicol, B.D. Camp Minister, Rev. Niel MacColl.

(Continued on page 50.)

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(Continued from page 47.)

AMERICAN (FIRST METHODIST EPISCOPAL), Calle entes 718. Resident Bishop, Right Rev. Dr. Frank Bristol. Presiding Elder, Rev. G. R. Howard. address ; corner of Calles Junin and Charcas. Pastor W. P. McLaughlin, D.D. Private address : Peru Organist, Professor H. G. Welby, Calle Santo Domin

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„	„	„	Dominic, C.P.,	Vicar.	
„	„	„	Raphael, C.P.,	„	
„	„	„	Vincent Logan, C.P.,		} Priest
„	„	„	Martin, C.P.,		
„	„	„	Patrick, C.P.,		
„	„	„	Bernard, C.P.,		
„	„	„	Francis, C.P.,		

PROVINCIAL OF THE PASSIONIST ORDER in America, Very Rev. John Mory, C.P.

THE IRISH CATHOLIC ASSOCIATION'S HEADQU are at 340 Calle Humberto 1°. President, Mc L. E. MacDonnall.

Cab and Automobile Tariffs.

There are two classes of cabs or victorias pl hire on the Buenos Aires streets, the tariffs for class being .

For the first hour	\$1.
For each subsequent hour	\$1.
For $\frac{1}{4}$ hour or fraction	50

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BY DISTANCE :—

For the first ten squares	...	50 cents.
For each subsequent ten squares or less	30	„

THE SECOND CLASS CABS ARE PRICED AS FOLLOWS :—

For the first hour	\$1.30.
For each subsequent hour	\$0 80.
For $\frac{1}{4}$ hour or fraction	\$0.30.

BY DISTANCE :—

For the first ten squares	30 cents.
For each subsequent ten squares or less	20 „

Automobiles. With Taximetre.

From 7 a.m. to 12 p.m. First 1200 metres	50 cents.
Each subsequent 300 metres	10 „
For each wait of $2\frac{1}{2}$ minutes	10
From 12 p.m. to 7 a.m. First 800 metres	50 „
Each subsequent 300 metres	10
For each wait of two minutes	10 ,

Without Taximetre.

First hour	\$3.00.
Each subsequent hour	\$2.00.
Every $\frac{1}{4}$ hour	\$0.50.

Dispatching Agencies.

On arriving at the docks, the passenger should exercise great care as to whom he entrusts his luggage as many of the men who clamour for customers whenever a passenger steamer arrives are most extortionate in their charges unless some definite price be agreed on beforehand. Amongst those firms of forwarding agents and carriers who can be recommended are the 'Expreso La Plata,' Cuyo 447, and the 'Villalonga Company.' The employees of either of these firms are to be recognised on the wharf-side by the uniform caps bearing the name of the firm, and such men may be safely trusted with the luggage.

GUIDE TO BUENOS AIRES.

Cost of Living.

There are a great number of private boarding and 'pensions' in the city and suburbs, at prices to purses. The full 'pension' for a single man obtained for about \$80 per month, upwards, but a cheaper is certainly not to be recommended. The necessities of life, such as meat, bread, and some kind of vegetables are by no means dear, the meat especially costing about half of its price in England. At the same time groceries are dear, good fruit ditto, and all the accessories equally so, whilst rents are so abnormal as to be altogether out of proportion.

Scope for Labour.

Domestic services are very highly paid, and a maid who, in England, would jump at the offer of a year with every other Sunday afternoon 'off' would be in no trouble, once she knew a little of the language, in getting into a situation at \$40 per month (or say, just over 40% a year) and any reasonable number of holidays she might stipulate for.

Clerical labour is in very little demand and relative positions even for expert book-keepers, correspondence-shorthand-typists, &c., are difficult to find, though means impossible. The young man with the correct knowledge of office work generally manages to get employment on one of the great railways until his in-adequate knowledge of the language enables him to improve his position. A beginner on the railway staff will receive \$100 to \$150 per month, but his bare board and lodging will cost at least \$80, apart from washing, clothing, and other side expenses.

Mechanical labour of almost any kind is in great demand, and the steady artisan, be he plumber, carpenter, metal-worker, smith, wheelwright, &c., need never be out of employment if he is a *steady man*.

GUIDE TO BUENOS AIRES.

Engineers, civil, mechanical, railway, electrical, or marine are also eagerly sought after, and experts in the automobile line never have to seek very far.

There are also very good openings for engineering and architectural draughtsman and designers, whilst black and white artists, especially caricaturists, have a very fair chance.

Agricultural labour is, of course, in constantly increasing demand, but it must be of the worker and not the drone class. Capitalists big and small, providing they are practical agriculturists or stock-breeders, have splendid opportunities for success by the exercise of a little good judgment.

Cattle Auction Marts.

A large percentage of the importers of fine blood-stock from England and Scotland are Scotchmen, and an interesting hour or two can always be spent at either of the two great auction marts, Bullrich's or Iriondo's (the former in Calle San Martín 248, and the latter Calle San Martín 149) where the animals are exhibited. In cattle, a decided preference for shorthorns is shown, although the Polled Angus and Hereford are both establishing positions for themselves, magnificent specimens of all three breeds are being constantly brought over to enrich the Republic's stocks and almost fabulous prices are paid for famous champions. In sheep, Lincolns are far and away the most popular, though Rambouillets and Leicesters both have their partisans. Comparatively few pigs are imported, those which come out being principally Yorkshires or Berkshires.

Horse breeding has been brought to such perfection that no opportunity is lost to continue improving the blood, and magnificent Shires, Percherons, Hackneys, Yorkshire coaching horses and even Shetland ponies are usually to be seen at one or other of the two great marts. All kinds of farmyard birds are also imported, besides a number of dogs,



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connection. With entrances in the Plaza Victoria, and another in Calle Bartolomé Mitre, it lays claim only to what it actually is—a business house pure and simple. Here are transacted all such affairs as stock and bond dealing, and it is also the place where official transactions in Governmental bonds, rates of exchange, gold premiums &c., are settled, as also grain and shipping speculation and investments. It has a membership of about 5000, divided into two classes; brokers or agents, and ordinary members.

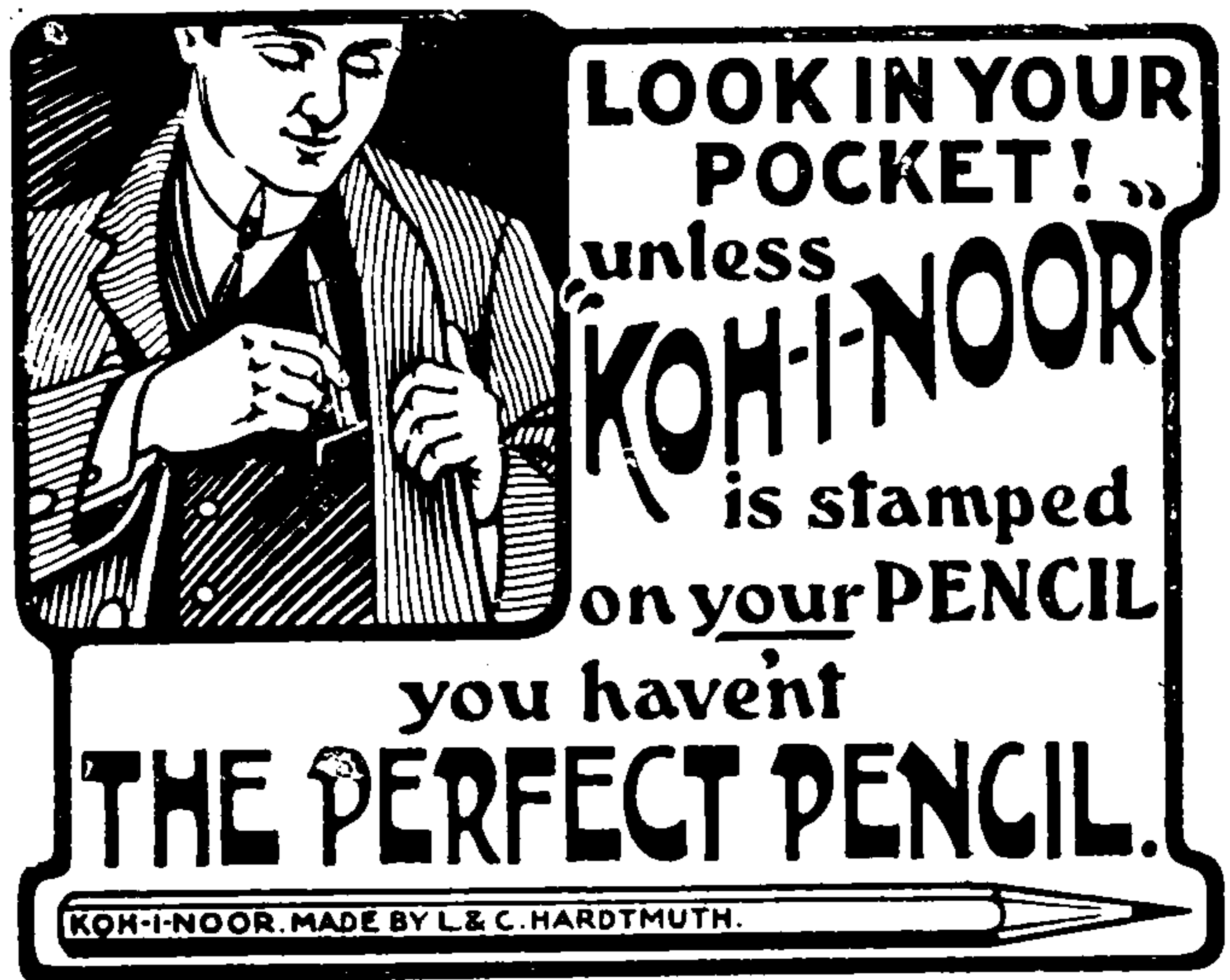
The Cathedral (see illustration, page 19).

Besides this Cathedral in the Plaza Mayo, many of the Buenos Aires churches are worth a visit, if only to see some of the ornate mural decorations in the interior. Among the best examples are the Las Victorias (Paraguay and San Carlos), San Pilar (Junin 1950), La Merced (corner of Calles Reconquista and Cangallo), San Miguel (corner of Bartolomé Mitre and Suipacha), and San Nicolas (corner of Carlos Pellegrini and Corrientes), whilst San Domingo Church, at the corner of Calles Defensa and Belgrano is interesting from another cause, and this is that there are kept the British flags, captured from Whitelock's defeated soldiery, and also are to be seen several cannon-balls still buried in the eastern tower of the church. They are very high up and some people are heard to say that the 'cannon-balls' are of wood, plastered into the stone for effect. Be this as it may, there they are and look just as interesting as cannon-balls could look.

Lezama Park.

One of the prettiest parks in Buenos Aires is the Parque Lezama which, although in one of the most populous parts of the town, is so laid out that in many parts its charm almost makes one forget the ceaseless hum of the busy city all around. In parts it is beautifully laid out with flower-beds, and many examples of rare botanical specimens.

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consisting of plants, palms and ferns. In other vegetation is allowed to grow more or less wild, and the park is a delightful spot in which to spend a spare hour, either walking or sitting on the benches in peaceful enjoyment of a book. For the younger mind, untrained as yet to the peace of quiet study or the delight of books, there are roundabouts, fields for playing ball, and other glimpses of that Paradise that appeals to the young.

In this park, also, there is a small Historical Museum, the contents of which may all be seen in the brief space of an hour or so. The most striking exhibit is the sleeping apartment of Argentina's greatest general, San Martín. Other of the Republic's great warriors are represented by the uniforms worn by them in life, their swords and ribbons of decoration. Pictures, arms, relics and curiosities complete the collection, which is open to the public from 12 noon on Sundays only. The guardians of this treasure-house are old military veterans, remarkable for their age and valour.

Cemeteries.

The lover of sculpture would do well to pass a few hours in the northern cemetery, known as the Recoleta. Set on a hill laid out into a beautiful little park, the Recoleta is said to be second only to the famous cemetery of Milan in the beauty of its monuments and vaults. Some of the vaults are built almost like small houses or villas, and flowers, vases and ornaments on the table-like altars seen through the glass doors so much resemble the decorations beloved of the artistic housekeeper, that it comes almost as a shock to suddenly note the solid brass-fitted coffins that line the walls, and to realise that the pretty villa is a charnel-house. On Saints' Day, or Souls' Day, a visit to this cemetery is not easily forgotten. The people of all classes assemble here to pay tribute

GUIDE TO BUENOS AIRES.

the memory of the beloved dead ; vaults are thrown open so that members of the family may renew flowers and altar-cloths, and the whole day is sometimes spent inside these weird little houses of the dead. The paths dividing the vaults are all paved and laid out in the form of streets, and the effect of seeing these streets thronged with an ever-moving crowd—exchanging commonplaces in this city of the dead, whilst on all sides the magnificent but silent villas give back no echo of the animation outside—is bizarre in the extreme.

In this burial-place are to be seen the family vaults of Argentine's great ones, and every few steps the eye is caught by a bronze tablet over the door of some mansion of death, bearing a name that is even more boldly blazoned on the scroll of history.

The other great cemetery is called the Chacarita, and is best reached by the Lacroze line of tramcars. This cemetery covers a very great area, but the monuments are not so imposing as those to be seen in the Recoleta. One portion of the Chararita is reserved for Protestant burials, and of this a considerable portion is known as the British section.

The Zoological Gardens.

The Buenos Aires Zoological Gardens are the property of the Municipality, and, among the many places of recreation and instruction for which the city should be grateful to the Municipal authorities, these beautiful gardens figure very prominently.

They owe their existence to the initiative of General Sarmiento, who, in the last year of his Presidency (June 1874) put before 'Congress a projected law to establish Zoological Gardens in the '3 de Febrero' Park. The collection of animals proceeded very slowly, General Sarmiento himself being the first donor, giving three specimens. Other donations followed by degrees, princi-

GUIDE TO BUENOS AIRES.

pally given by private individuals, until a fairly representative collection was gathered together, and eventually, in 1881, the Government decided to present that part of the park devoted to the Zoological Collection, to the Municipality. From that date forward, official documents established the existence of the Buenos Aires Zoological Gardens, as being apart from the '3 de Febrero' Park which they adjoin. Well aware of the instructive value of such an establishment and recognising, as well, the hygienic value of an open-air exhibition likely to attract numerous visitors, the Municipality spared no pains to increase the attractions as much as possible. For all their utmost efforts, however, the gardens were only very little frequented until 1903, in which year the populace seemed suddenly to develop a keen interest in the really excellent exhibition open to them. From that time forward, this interest has increased by leaps and bounds so that in 1907, 1,135,730 persons passed through the Gardens and nearly a million and a half in 1908.

There are four gates of entrance to the Gardens, the principal of which is in the Plaza Italia, facing the colossal equestrian statue of Garibaldi, the great Italian Patriot and Liberator. Other entrances are in Avenida Sarmiento, a wide and pretty thoroughfare named after the originator of the Gardens; in the Avenida Alvear; and in Calle Acevedo at the corner of Calle Cabello.

The price of admission to the Gardens is fixed at an extremely moderate sum of 10 cents, and guide-books are obtainable gratis by application at the Administrative Offices in the grounds themselves. They are open from sunrise to sunset, and are well worth a lengthy visit. The staff, a most capable and efficient one, consists of a Director, Señor Clemente Onelli; the Administrator, Señor Pedro Isla; the Secretary, Señor Horacio L. Cadel; two Inspectors J. Liajovitzky and V. Olivera; the chief Inspector, Señor V. Dominguez; Agriculturalist, S.

GUIDE TO BUENOS AIRES.

Manuel Garcia ; eight ticket office officials, eight porters, eight artisans, eighteen groundsmen, twenty-four keepers and eight gardeners. As an instructive institution the value of the Gardens is so well known that free admittance is allowed to all soldiers, as also to school-pupils when accompanied by a master.

By order of the Minister of War, military bands play within the grounds on Sundays ; the tramway company provides a band on Thursdays, and the Chief of Police supplies a band on Saturdays. Music commences at 3 p.m. The attractions offered to children consist of a miniature steam tramway and liliputian railway train, merry-go-rounds, swings, marionette shows, rides on ponies, camels, llamas, &c.

The Gardens are reached by tramcars from almost all parts of the city and suburbs. Visitors are warned against pickpockets, on Sundays especially.

Before passing to the next item, it is interesting to note that, such is the great increase of interest in animals displayed by the Argentine people in recent years that 'Animal Day' was officially recognised by the Government last year, Argentina being the first of the Latin countries to adopt the idea. It was brought about mainly owing to the efforts of Dr. Albarracin, President of the Argentine Animals' Protection Society and Señor Onelli, Director of the Gardens. As the weather on the day set apart for the celebration (May 1st) was unpropitious, the festival was established on the following day, when some 40,000 school-children assembled in the Zoological Gardens to do honour to the day.

A FEW USEFUL HINTS.

1. Do not fear the Custom House. No matter how large your wardrobe, in reason. The quantity of personal luggage allowed duty free is generous to a degree, and, except in cases of flagrant smuggling, no inconvenience is



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12. Do not carry arms. It is quite unnecessary, and may get you into trouble unless the necessary permit be taken out.

13. Lay in a plentiful supply of stamps when at the post-office, as, excepting here (Buenos Aires) or at some of the big hotels, they are difficult to obtain.

14. Remember that tramcars are only allowed to stop at street corners, and not in the middle of a block.

15. If you are in need of reading matter, join Mitchell's Circulating Library at Cangallo 580, one door from Florida.

Dogs (*Cave Canem*).

Owners of dogs who elect to reside in the suburbs are advised to beware of a practice still in vogue. This is the existence of 'dog-carts.' At one time, when Buenos Aires was far more like an 'off the earth' village than it now is, dogs multiplied to such an extent that, especially in the hot season, they became a positive danger—rabies threatened to wreak havoc. It was then decided that stray or dangerous dogs should be lassoed, and, if not claimed within a certain time, destroyed. The measure, stern though it was, was perfectly justified, and at the time was most opportune. Nowadays, however, this regulation is absurd almost beyond belief. In the suburbs, dog-carts still make their rounds, attended by a mounted policeman and some half a dozen men armed with lassoes made of twisted hide attached to the end of a long whip-staff. With this they capture *any* dog they find straying. Even when not actually injured by the lasso, a dog so caught is very often injured beyond cure, for the sudden strangulation crows his spirit, and when thrust inside the dog-cart, together perhaps with a score or so of unfortunate fellow-captives, he runs the risk of bites, worrying, or contagion.

(Continued on page 66.)

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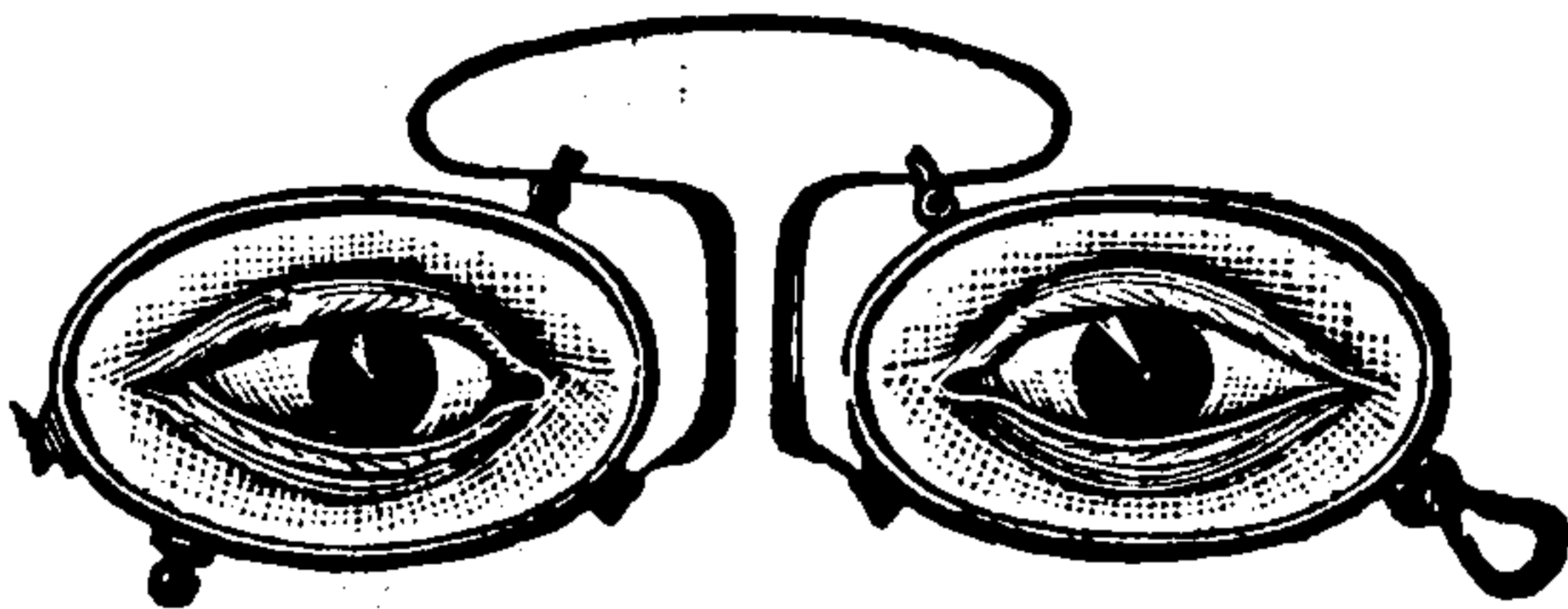


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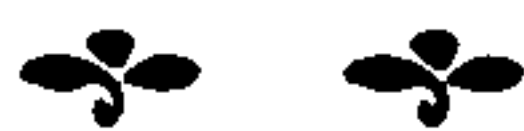
Esmeralda, 268, Buenos Aires.

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(Continued from p. 63)

Despite efforts on the part of the Society for the Protection of Animals, and energetic protests through the Press, the practice still continues, and is one of the very few instances where the Argentine Republic is one whit behind any nation in advanced civilisation. Therefore, when you take your dog to have an outing it will be best to be near

Dog licences should be obtained at the nearest station (or 'comisarias'), the cost being \$5.00.



SOCIETIES AND INSTITUTIONS.



The League of the Empire.

Branch in the Argentine Republic, founded 15th October

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1. A Branch of 'The League of the Empire' is established in the Argentine Republic with the following objects:—

- (a) To bring British subjects resident in the Republic together, and to keep them in touch with the Mother Country and the Colonies and Dependencies.
- (b) To implant and foster the growth of those qualities which have specially contributed to the formation and the development of the British race and Empire, such as responsibility, duty, sympathy, self-sacrifice.
- (c) To promote the increase and diffusion of knowledge respecting the component parts of the British Empire by means of lectures, lantern-lectures for children, reading of papers, and holding discussions, &c. (but no paper shall be read nor any discussion be permitted to take place tending to give the League a political or sectarian character); to facilitate interchange of experiences amongst persons from all the Dependencies; to establish a reading-room and library, in which recent and authentic intelligence upon imperial subjects may be constantly available, and a museum for the collection and exhibition of British, Colonial, and Indian productions.

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(*d*) To provide opportunities for social reunion, and to make arrangements for the proper celebration of national festivals.

2. Membership shall be limited to British subjects, their children and grandchildren wherever born, if they desire it, and shall consist of three classes, *i.e.*, (*a*) Members, (*b*) Lady Members, and (*c*) Junior Members.

SUBSCRIPTIONS.

(<i>a</i>) Members	\$5	m/1	per	annum.
(<i>b</i>) Lady Members	3	„	„	„
(<i>c</i>) Junior Members	2	„	„	„

This Branch, at the last Annual General Meeting held in June, 1908, possessed 558 members, and the number is rapidly increasing. It is affiliated to the London League, and possesses a useful library containing books of reference dealing with all the British Colonies. A council meeting is held once a month, the date duly advertised in the local Press.

The British and American Benevolent Society

is one of the very oldest benevolent societies in the River Plate, having been originally founded more than sixty years ago. Its object is to give assistance in such cases where the applicant is a deserving but unfortunate member of the English-speaking race. The society's office is Room No. 6, Calle 25 de Mayo 158, and the meetings, &c., are generally held either at the hall of St. Andrew's Church or at that of the American Church. In 1908, 284 cases were relieved, nearly \$2,000 being distributed among them. In addition



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Superintendent : Mr. Alexander Law.

The Salvation Army in the River Plate.

The River Plate Branch of the Salvation Army was started in January, 1890, in Calle Buen Orden, by Colonel Thurman and Captain (now Brigadier) Wm. T. Bonnett, who were specially commissioned by General Booth and sent out to this country. As is the case with most pioneer enterprises, the first years of the work were marked by most strenuous struggling and much uphill fighting before a firm footing was established in the Republic. The greatest difficulty lay in the difference of language and the fact that the advance-guard was entirely without friends or any kind of influence except their own earnestness and perseverance. Yet, undaunted by difficulties and obstacles, these peaceful crusaders of a later day went about their mission in such a way that, at the present time, there are thirty-one Corps and Outposts in the River Plate Republics, besides seven Social Branches and the Buenos Aires Night Shelter for poor men. There are seventy-eight officers and employees engaged in the work, in addition to seventy-four local officers. These latter devote their spare time working for the Army without remuneration of any kind. The Territorial Headquarters are at Calle Rivadavia 3290, Brigadier Wm. T. Bonnett being Territorial Commander and Major G. H. Souter, General Secretary. Last year's work included the providing of 78,565 beds and 164,394 meals, apart from those provided at the Industrial Home. This is situated at 3047 Calle Humberto 1º, and here 1192 days

GUIDE TO BUENOS AIRÈS.

of temporary employment were found for the des who, in addition to board and lodging, were also g small wage until more remunerative employment co found. The Home has only been established two and is making rapid progress. The principal indu the sorting and baling of paper and chopping and bu of wood.

The Army has acquired its own buildings at Perga La Plata, Banfield, Junin, Bahia Blanca, and Conc del Uruguay, whilst the Sailors' Homes at Ingeniero and Ensenada are the property of the Army on grounds. In all, 4414 meetings were held last yea attendance being 144,488 persons. There were als open-air meetings (usually on Sunday afternoons 2974 officers took part. The principal corps are situ follows :—

No. 1 Corps, Calle Rivadavia 3290, Buenos Air

No. 2 Corps, Calle Moreno 1900, Buenos Aires.

Training Home, Flores.

Sailors' Mission, Calle P. Mendoza, Boca (B.A.)

Ensenada Sailors, Home, Grand Dock.

Ingeniero White Sailors' Home, Southern Railw
Grounds.

La Plata Corps, Calle 41, No. 320.

Junin Corps, Calle Rioja.

Pergamino Corps, Calle Alberti.

Bahía Blanca Corps, Calle Moreno.

Rosario Corps, Calle Independencia 353.

Santa Fé Corps, Calle Junin 341.

Concordia Corps, Corner of Calles Pellegrini a
Monte Caseros.

Monte Caseros Corps, Calle Rioja.

Córdoba Corps, Calle 9 de Julio 138.

Concepción del U. Corps, Calle Rioja.

Monte Video Corps, Calle Nueva York 13

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Monte Video Sailors' Home, Florida 54.

Rosario Corps, Calle Gran.

Paysandú Corps, Calle Queguay.

Salta Corps, Calle Arapay.

San Eugenio Corps, Calle F. C.

The Army's press organ, *El Cruzado*, has a circulation of 83,000.

Young Men's Christian Association of Buenos Aires.

This Branch of the Y.M.C.A. was organized May 6th, 1902, with A. Carnegie Ross, Esq., C.B., H.B.M.'s Consul, as its first President.

On opening the first premises, the list of foundation members had reached 201 names, and this number has steadily increased until, at the close of the seventh year, there are about 700 members in the Central Branch and 150 in Barracas Branch.

In 1906 an offer was received from friends of the movement in the United States to give \$100,000 U.S. gold on condition that a similar amount be raised by friends in Buenos Aires for the erection of suitable buildings.

A special Building Fund Committee was named, including leading citizens of the British, German, North American, and Argentine communities here, and a Committee of young men of the Association to co-operate with them. The result of the effort was that the amount was raised by gifts from 1300 people, thus securing the splendid conditional offer which had been made, and giving to the Association a fund equal to £40,000.

A house and lot at Avenida Montes de Oca 958 was purchased, and put in order for the Barracas Branch, at a cost of \$52,000 m/n.

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Paseo-Recoleta, Buenos Aires.

[Photo: H. G. Olds.]

Victoria and Alsina, was purchased at a cost of \$137,000 m/n, and plans are fast taking shape for the erection of the new central building.

The Association offers special advantages to young men recently arrived in the city, as it conducts an Information Department to assist in finding decent lodgings, in securing employment, and in many other ways.

It conducts Night Classes for the study of Spanish, English, commercial subjects, &c., and has a well-stocked reading-room, a swimming-club, Sunday afternoon meetings for men, and many other features of the modern Y.M.C.A.

The annual subscription is \$20 m/n, which may be paid quarterly.

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St. Andrew's Society of the River Plate

Wherever more than two or three Scotchmen are together it may be generally taken for granted that exists a St. Andrew's Society, so loyal are they to traditions and customs of 'Auld Reekie.' Therefore is no cause for surprise that here in Buenos Aires, some of our greatest business men, most famous engineers and successful men in every trade and profession are of Scotland, the St. Andrew's Society of the River Plate one of the most influential of its kind, and certainly

GUIDE TO BUENOS AIRES.

carried on in a most practical and businesslike manner. It attains its majority this year, having been founded twenty-one years ago. The main objects of the Society are to foster the national sentiment, encourage the maintenance of Scotch customs, and devote attention to deserving charitable objects. Last year alone more than 2000 dollars were distributed by the Benevolent Fund.

A golf tournament is held yearly, and a special cup is given, competitors for this being members of the Society.

St. Andrew's Day is always celebrated by a banquet, laid in some suitable hall, and other social functions include at least one concert annually, social evenings, and competitions in Scotch singing and dancing.

It had a grand total of 445 members at the last annual general meeting, the annual subscription being \$5.

The present office-bearers are :—

Chairman : Mr. Charles J. Martin, B. Mitre 476.

Hon. Secretary : Mr. John McKechnie, B. Mitre 400.

Hon. Treasurer : Mr. J. Monteith Drysdale, C.A. Florida 77.

Members : Rev. J. W. Fleming, B.D. ; Mr. A. Carnegie Ross, C.B. ; Mr. Charles H. Roberts.

The North American Society of the River Plate.

The objects of the above Society, according to its constitution, is 'to keep alive the love of country and foster the spirit of patriotism ; to provide and maintain a place of meeting ; to properly celebrate national days of festival or thanksgiving ; and for such other purposes as will advance the interests of our country, encourage and maintain friendly relations with the country of our residence, and assist in



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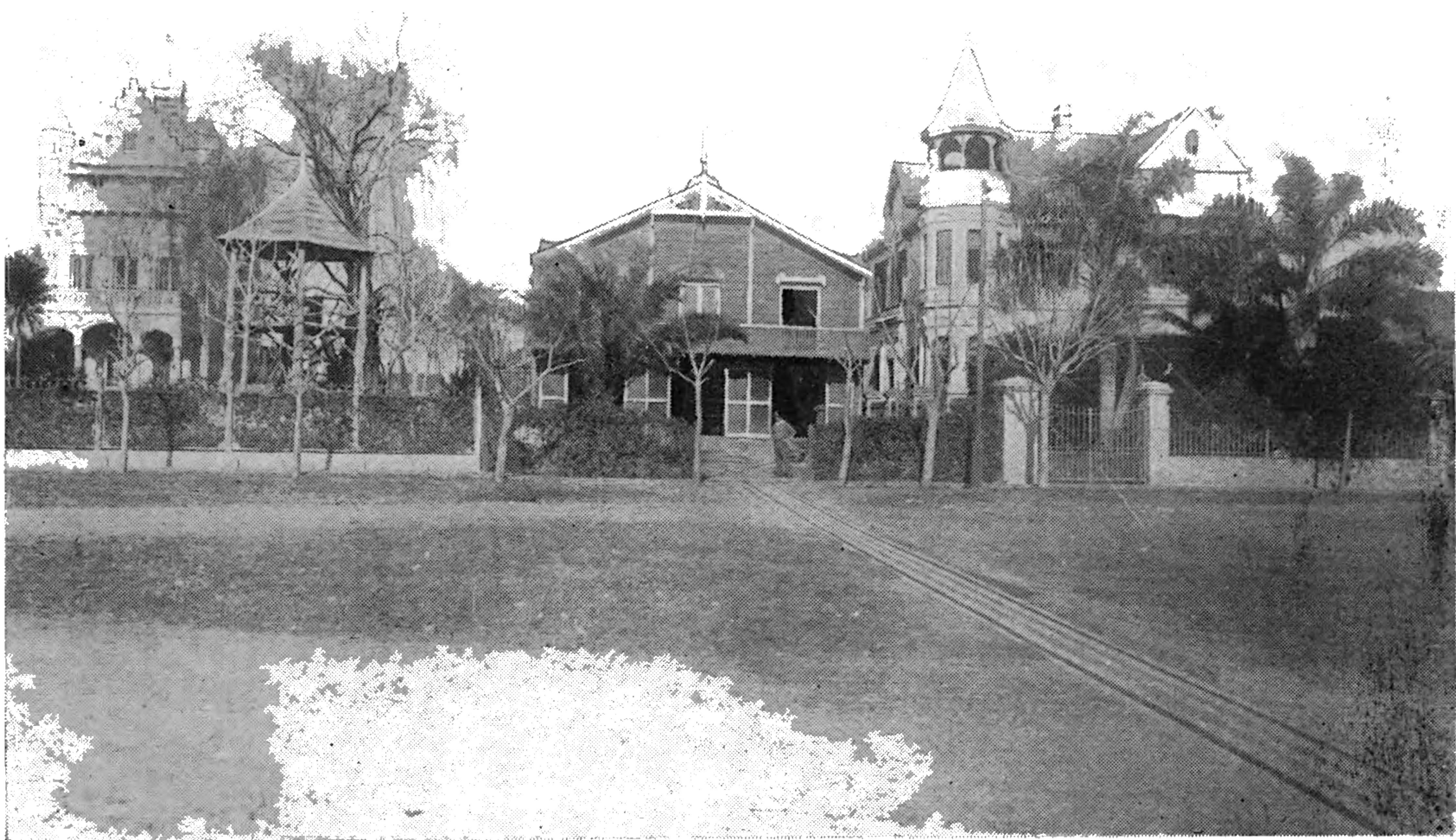
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Tigre Boat Club.

[Photo: H. G. Olds.]

and lay the facts before that Society. The result of this was a visit to this city by Mr. Matthews. Many of the senior business men still remember how this white-haired veteran hustled round the city pleading the cause of the sailors.

At the instigation of Mr. Matthews, a public meeting was called on Friday, June 27th, at the La France Hall. The chair was taken by H.B.M. Minister the Hon. Francis Pakenham. At that meeting the first Sailors' Home Committee was appointed, which consisted of the following gentlemen:—Mr. T. S. Boadle, Chairman: Rev. J. W. Fleming, Secretary; Don Juan Drysdale, Treasurer; Revs. Pelham Ogle, J. H. Stockton; Messrs. Ronald Bridgett, H.B.M. Consul; S. A. Christophersen, Swedish and Nor-

GUIDE TO BUENOS AIRES.

wegian Consul; P. Christophersen, Danish Consul; Baker, U.S.A. Consul; C. Ferio, German Consul; I Riet, Dutch Minister: C. Marriott Woodgate, and Higgins.

This Committee issued an appeal for funds, with result that \$491.42 gold and \$17,200.65 paper was raised. Thus encouraged, the Committee rented premises situated in Calle Pedro Mendoza, corner of La Madrid, in the city, and on Monday, January 26th, 1891, opened to the service of the world the international, interdenominational Buenos Aires Sailors' Home. At the opening ceremony Mr. Boadie presided, the Rev. J. W. Fleming read the Committee's report, and Mr. E. E. Cordner moved the adoption of the same.

The first Missionary-Manager of the Home was Mr. J. Walker, who served till 1893, when Mr. Foster took charge. He was followed by Mr. G. Chamberlain in 1894, who resigned in 1901, when Mr. Henry F. Fellows (who still holds the position) was appointed.

From the foundation of the work the Committee always seen the absolute necessity of possessing their own building. In 1895 they petitioned Congress for land on which to build. Owing chiefly to the work of Admiral Howard and Señor Ricardo Pillado, the Secretary of the Home Land Committee, and the earnest advocating to the press of Mr. E. T. Mulhall, the land on which the Victoria Sailors' Home now stands was granted, and the whole stretch of shipping a more suitable spot could not be found.

The year 1897 was the most fruitful on record for philanthropic work. In that year illustrious Victoria completed her sixtieth year as Queen. The British and Argentine River Plate met to discuss how that year could be perpetuated. At an adjourned meeting held at George's Hall, on May 6th, the following resolution was unanimously agreed to:—‘THAT AS A PERMANENT

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RIAL OF THE AUSPICIOUS EVENT, A SAILORS' HOME FOR THE PORT OF BUENOS AIRES BE BUILT.' A Committee was appointed to carry out this resolution, consisting of the following gentlemen :—

The Hon. W. A. C. Barrington, (now Sir W. A. C. Barrington, K.C.M.G).

Rev. J. W. Fleming, B.D.

Messrs. A. Mackintosh, J. C. Zimmermann, R. O. Watson, J. F. Roberts, T. S. Boadle.

To this number were added at different times :

Messrs. R. Inglis Runciman, H. C. Thompson, John Russell, T. M. Mills, Wm. Mulhall, Juan Drysdale, Wm. Warden, John Dunn, Patrick Ham, Ronald Bridgett, F. Barrow, C. W. Mills, and E. A. Merry.

Although it was five years from the above date ere the Victoria Home was opened to Sailors, the Chairman, Secretary, Treasurer—Sir W. A. C. Barrington, Rev. J. W. Fleming, and Mr. R. Inglis Runciman respectively retained their position until they had the pleasure of seeing their work successfully accomplished. The building as it now stands, cost some \$80,000. It was opened by President Roca, on April 16th, 1902. Not the least interesting part of the programme being the unveiling of a magnificent portrait of Her Majesty, the late Queen Victoria, a gift from Her Majesty to the Victoria Sailors' Home, through the British and Foreign Sailors' Friend Society.

Needless to say, since the opening of the new building, the work of the B.A. Sailors' Home and Mission has increased tenfold. Concerts and Socials, which are now so popular with the Seamen, originated with the new Home. Every night since its opening, the bed-space has been taxed to the utmost. The number of Seamen who have boarded there until a berth has been procured has considerably increased. The religious side of the work has

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also benefited. To such an extent is this the case, is doubtful if a better attended or heartier English could be found in the City than the Sunday Service at the Home. The Home publication, *For Aft*, a readable, chatty paper of twenty pages, performs a useful mission. The annual Seamen's Picnic is a feature. Last New Year's day no less than 1400 spent the whole day in the country. The following give some idea of the Work of the Home. Since the Home was founded until May 1st, 1909, some 17,000 have entered as paying boarders; for the vast majority of these employment has been found. Since the inauguration of the present Home 48,000 free meals and 13,600 beds have been given to aged and decent Seamen. The Home is visited by some 2000 Seamen every week. Thousands of books are collected and distributed. Withal the Home is still able to carry out the ideal of its present Management, that any *genuine* Seaman of any Nationality or Creed in need of a helping hand will surely find one, at any hour of the day or night.

The address of the Sailors' Home, or to give its official name, 'The Buenos Aires Sailors' Home Association,' is Calle Independencia 20, between Docks 1 and 2.

The British Hospital.

The date of the original foundation of a British Hospital in Buenos Aires is not known, but it is certain that such existed over sixty years ago, for old books and documents have come to light showing that in 1850 the patients were removed to the new Hospital premises in Montevideo, Uruguay. No trace whatever can be found as to the place whence such patients were removed, so it is believed that prior to 1850, the Hospital was situated in rented premises. The site in Calle Uruguay, however, was found to be most suitable, for such was the bad condition of the rooming

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in winter or after heavy rains the Hospital was quite inaccessible. This led to the building of the second British Hospital on what was then known as Britain's Quinta, in Calles Bolivar and Santa Rosa, this building being opened in 1861. Its total cost was \$852,000 of the currency then in circulation, which was of considerably less value than the present day paper dollar. One half of this sum was derived from subscriptions received from the British public in Buenos Aires and the sale of the property in Calle Uruguay; the other half was provided by the British Government, through the good offices of the then Consul, Mr. Frank Parish.

The third and present British Hospital was opened by General Roca (then President of the Republic) in 1885, and, since that date, the adjoining lands have been acquired as it became necessary. At the present the property extends over some 12,000 square metres and, together with the buildings, has cost nearly \$500,000.

There are 128 beds, the average daily number of patients being 108. The female wards can accommodate forty.

There is a private ward containing eight beds; and seven private rooms. The daily cost in the private ward is \$8 and in the rooms from \$12 to \$15.

Free admission may be obtained by application to any member of the Committee, providing the applicant be of British or American nationality, and unable to pay for medical treatment.

Subscribers have the right to send in one free patient for every hundred dollars subscribed annually.

The present Committee is :

Chairman : Mr. H. H. Loveday.

Elected Committeemen : Mr. C. H. Menzies (Treasurer),
Mr. W. E. O. Haxell (Secretary), Messrs. R. W.
Anderson, A. W. Boote, J. Percy Clarke, F. C.

(Continued on p. 86.)

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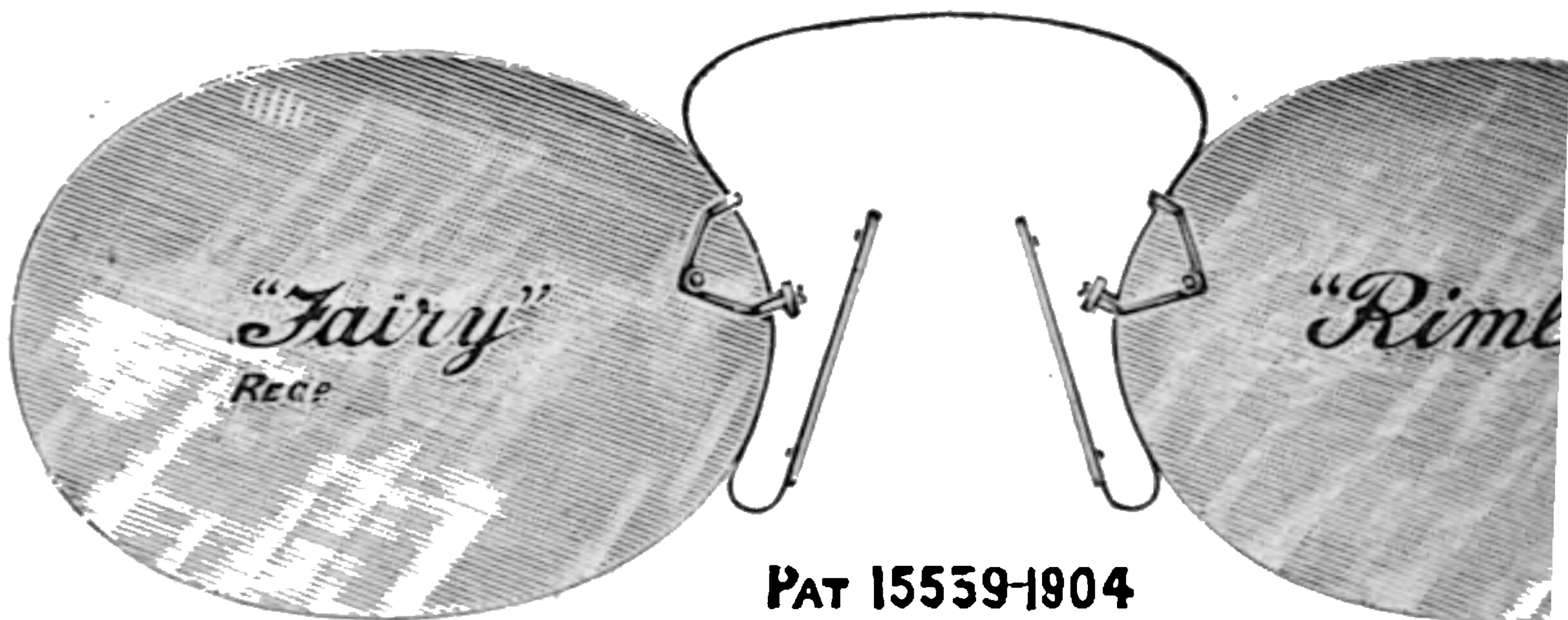


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Jockey Club, Buenos Aires. [Photo: H. G. Olds.]



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the prevalence of the Latin race guarantees the fact that music is well understood, here is a substantial and active confutation of the erroneous impression that the English is not a musical race.

The seasons' programmes of the last three years have included the oratorios 'Elijah,' 'The Creation,' 'St. Paul,' the 'Hymn of Praise,' and 'The Messiah.' In comic operas, theatres have been filled to witness its representations of 'The Geisha' and 'Iolanthe.'

It now embraces choral, orchestral, and dramatic sections, and most successful performances have been given of such plays as *The Jacobites*, *One Summer's Day*, *In the Soup*, *The New Boy*, *Our Boys*, *Are You a Mason?* &c.

Full particulars are obtainable at the office of the most popular of treasurers, Mr. A. Holder, Calle Bartolomé Mitre 556, Office No. 48.

At the last General Meeting the roll showed 615 members. The entrance fee is \$10.00, with an annual subscription of \$15.00.

The Committee for 1909 is :—

President : Mr. Andreas S. Wilson.

Vice-President : Mr. J. Hampden Wall.

Treasurer : Mr. A. Holder.

Secretary : Mr. D. V. Clark.

Property Master : Mr. H. Waite.

Committeemen : Messrs. W. H. H. Nicholson, Mr. J. S. Lee, Mr. F. F. Bideleux, and Mr. W. Cowlshaw.

All new arrivals with any pretensions to social or dramatic talent are warmly advised to present themselves without delay at the 'B.A.C.U.'

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The Missions to Seamen's Institute.

The Buenos Aires Branch of the Missions to Seamen's Institute has achieved great success, as such a work deserves. Only established here in the last few years, its good work is known and appreciated to such an extent that not only do ladies and gentlemen in the city itself arrange evenings to give concerts and similar entertainments for seafaring men, but similar functions are organized by the residents of Belgrano, Hurlingham, and other outlying suburbs, the ladies and gentlemen making special trips into town to signify their appreciation of the merits of the mission and to help in practical manner men who so thoroughly appreciate a little kindness in foreign ports. Concerts, boxing-bouts, wrestling, and songs, are given every Monday, Wednesday, and Friday night in St. John's Hall, placed at the disposal of the mission on these occasions by the kindness of the Rev. J. H. de Turri Croft, Vicar of St. John's. The Chaplain to the Mission is the Rev. A. P. Karney, a true and conscientious worker in the great cause, and one who is much respected by his friends in Buenos Aires and loved by the rough but kind-hearted men, the property of whose happiness and welfare he has made his life's work.

The English Literary Society.

Founded in 1878, the above Society is one of the oldest British organizations in South America. It has three hundred members, and possesses well-arranged reading and writing-rooms, library, &c., at No. 531 Cangallo. The winter sessions include debates, lectures, &c.

The Committee for 1909 is :—

President : Mr. J. Monteith Drysdale.

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Vice-President : Mr. R. Grant.

Treasurer : Mr. A. Holder.

Librarian : Mr. A. Stuart Pennington.

House Stewards : Mr. E. Hildesheim and Mr. G. Lauder.

Irish Orphanage for Girls.

The above Orphanage is in Calle Gaon, Caballito. At the present time there are nearly two hundred inmates, superintended by Sisters of Mercy appointed by the Irish Catholic Association. It is open to orphan girls of Irish or Argentine-Irish parentage of the Catholic faith.

The Women's Exchange.

The above institution was originated here eleven years ago, and is for the purpose of enabling gentlewomen in straitened circumstances to dispose of all kinds of fancy-work, &c., without the identity of the vendor being disclosed. The lady who sends in an article for disposal states the price she wants for it, and then, with 20 per cent. added on to this figure to defray expenses of rent, staff, and other outlay incidental to the upkeep of the shop, the object is exposed for sale.

The shop is at No. 623 Calle Cangallo, where all kinds of needlework, &c., are on view, and where orders may be placed for home-made cakes, jams, sweets, &c. The Exchange is an excellent institution, excellently carried on, and is deserving of patronage.

The present Committee is :—

President : Mrs. Ackerley.

Vice-Presidents : 1st, Mrs. J. Bell ; 2nd, Mrs. Wigg.

Hon. Secretary : Mrs. A. W. Boote.

Treasurer : Mrs. Hope Gibson.

Manageress : Miss Forbes.

SPORTS AND ATHLETICS.

The athlete and sportsman is always sure of a hearty welcome in Buenos Aires both among the British and Argentine communities. Perhaps it is no exaggeration to say that nowhere on earth has the Englishman's love of outdoor games and sports spread so quickly as it has here. There is hardly any English sport that could be mentioned that has not found its ardent devotees among the native-born Argentine. Naturally, the degree of popularity varies according to the game or sport, but the two essential English sports—horse-racing and football—are undoubtedly prime favourites.

Argentine-bred racehorses are now brought to such a pitch of perfection that very many of them are capable of showing up well beside the majority of English-blooded horses, excepting, of course, some of the famous flyers. Not to be wondered at that such a stage has been reached considering that the Argentine breeder of racers spends neither trouble nor expense to bring about the best possible results. They are keen bidders in the English market when any famous horse is being sold for stud purposes, and, as an example, only this year the two well-known horses, Cyllene and Polar Star, were added to one of the Republic's most famous studs.

Racing, although not carried on almost every day, is the case in England during the flat-racing season, exceedingly popular pastime, and, as the racecourses are within easy reach of the centre of the capital, the meetings are invariably well frequented.

The totalisator system being in vogue, bookmakers are dispensed with. Notwithstanding an entirely unfounded rumour to the contrary, most of the betting is honourably conducted, and it is very seldom indeed

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a horse's performance is inconsistent with past form displayed.

The courses at Palermo and Belgrano are both devoted to meetings held exclusively under the auspices of the Jockey Club of Buenos Aires. The Lomas Jockey Club is superintended by the officials of the Jockey Club in that suburb, and the pretty private course attached to the Hurlingham Club are the property of that Club, though the Jockey Club often donates the prizes and countenances the meetings.

Of those clubs devoted to athletics, the most important, from an English point of view, is the Belgrano Athletic Club.

Belgrano Athletic Club.

The original Belgrano A.C. was founded in 1892, and at that stage was a club for small boys. Like many other institutions organized by juveniles whose spasmodic outburst of enthusiasm usually flickers out in a very short while, the Belgrano A.C. pined away from sheer lack of any reason for living. In 1894, a dozen young athletes, cricketers and footballers founded the St. Lawrence Athletic Club for the purpose of popularising the games of cricket and football, and in 1896 took over the disused name of Belgrano A.C. playing on the old Polo field in Coghlan. About this time, the Rosario Railway Club flourished in the same neighbourhood, its promoters all being men of more mature age and wider experience than those of the Belgrano A.C., and as the latter organization was confronted with the problem of financial difficulties, the idea of amalgamating the two was mooted and put into execution in 1897. At this time the ground used was that belonging to the Rosario Railway Company in Belgrano, the President of the Club being the Manager of the Railway. From that period the Club has never looked back, year after year only adding to its

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popularity and success. It now has just on five hundred members, is the Champion Club in football and cricket, and this year beat the Cinco Esquinas Lawn Tennis Club hitherto the best. Hockey was first started by the Belgrano A.C. last year, and in addition to the small field used for that game, the Club owns a large field for cricket and football, seven brickdust tennis courts, a grand stand, ladies pavilion, gentlemen's pavilion, tea-stand, club-house, &c.

It became a limited liability company owning its own ground in 1906. Its present liabilities are some \$50,000 but as its properties are valued at \$200,000, it will be seen that its financial success is as great as that attained in the playing fields.

It is possessed of a very hard-working, energetic and enterprising committee, and has justly gained a great reputation for the organization of social festivities, the dances of the B.A.C. being looked forward to in the season with the liveliest anticipation.

At the time this book is being compiled (April 1909), it has been announced that owing to the round 500 total membership being likely to be passed, a meeting will shortly be called to discuss the question of increasing entrance fees and subscriptions. The *Hon. Secretary* is Mr. G. Ferguson, Calle Bartolomé Mitre 544.

Hurlingham Club.

Of all the English sporting and athletic clubs in Buenos Aires, by far the most ambitious is the Hurlingham Club with grounds and buildings in the suburb of Hurlingham on the Pacific Railway, and a train journey of thirty minutes from Retiro Station.

Founded in November, 1888, as a Limited Liability Company with an authorised capital of \$200,000, of which \$167,000 was subscribed: the object of the club was to encourage outdoor athletics of all kinds, particularly

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amateur jockeyship and polo. The Club started with a rough-and-ready racecourse, a polo-field, cricket and football fields, racquet and bat-fives courts, stables, &c., and achieved such immense popularity that in 1894 the Club House was built, the course amplified and laid out and additions made to the pavilions, stables and other buildings. The first race-meeting proper was held on the Club's course on May 7th, 1891, and such was the progress made in this direction, that in 1904 the Jockey Club forwarded a letter signed by the President, authorising the Hurlingham Club to hold races under the auspices of that all-powerful sporting institution.

The distance of one lap is about 1830 metres, and about ten meetings are held yearly, flat-racing and steeple-chasing both forming part of the programme. Gymkhanas, field-days, polo matches, &c., are also of frequent occurrence, whilst, since 1905, the most important cricket match of the season, North *versus* South, is played at Hurlingham.

The charge for admission to all parts of the course on race days is exceedingly moderate, and as visitors can thoroughly rely upon good company and good sport in a delightfully pretty spot, the new arrival is cordially recommended to note down the dates of the Hurlingham races on his memorandum tablet.

The first Committee, at the foundation of the Club, was composed of Messrs. John Campbell, John Drysdale, John Ravenscroft, H. Scott Robson, John Drysdale, Jun., B. W. Gardom and B. Methuen, the President being Mr. John Campbell, and the Secretary, Mr. John Ravenscroft. Most of these gentlemen are well-known figures in the social world of Buenos Aires at the present day.

The present Committee is as follows :

President : Mr. M. G. Fortune.

Vice-President : Mr. J. N. Drysdale.

(Continued on p. 96.)



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(Continued from p. 93.)

Secretary : Mr. A. S. Willes (Calle San Marti and 121).

Treasurer : Mr. H. C. Ehlert.

Committeemen : Messrs. J. K. Cassels, B. W. G. and R. A. Sumner.

Syndic : Mr. V. G. G. Scroggie.

Manager : Mr. T. H. Power.

The entrance fee is \$100, with an annual subscription of \$50 for town members, and \$20 for camp members. Lady members are charged half the ordinary subscription and no entrance fee, and members of the Diplomatic are also immune from the payment of entrance fee.

The residential quarters of the Club are within the grounds, and members may obtain full board and lodging from \$130 to \$190 monthly.

San Isidro Athletic Club.

The Club was founded in 1902, starting with a membership of thirty-five, and so rapidly has it made progress that some four hundred members now wear its colours. Cricket and football constitute the chief causes of its *raison d'être*, both of which games it has shown itself well to the fore in.

Within the last few seasons the San Isidro A.C. has won the Junior Football trophy three times in succession ; has it captured the Junior Football Championship, has it won times the Second Division Cricket Championship, and has gained the Hockey Championship in its first season (1903).

The entrance fee is \$5 and the subscription \$1 monthly.

Its officials are :—

President : F. R. Guppy.

Vice-President : H. Torre.

2nd Vice-President : Dr. Rafael Cullen.

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Secretary : J. O. Gil.

Treasurer : S. Kunz.

Committee : Messrs. H. J. Vernet, E. Iglesias, L. Vernet Amedeo and L. Valle.

The Club's grounds are in the pretty suburb of San Isidro, not more than five minutes' walk from the station, which is reached in about half an hour by train from Retiro Station.

GOLF.

La Compania Terrenos de Golf en San Martín.

The above company is still known as the Buenos Aires Golf Club, although this Club has ceased to exist, having been liquidated at the end of last year. The Company was formed to carry on the Club and also to secure it on a sound financial basis, the members being shareholders in the Company itself. The links are at San Martín, a few minutes' walk from the station (Central Argentine and Rosario Railway). The course is of eighteen holes, and the Championship of the River Plate is always played here.

The entrance fee for gentlemen is \$200 in cash and one share of the face value of \$100; the subscription is \$80 yearly, payable quarterly in advance for Town Members, and \$35 for Camp Members.

The Committee consists of:

President : Mr. Victor Negri.

Directors : Messrs. B. W. Gardom, S. Carlisle, G. H. Weyand, J. Marjoribanks, H. C. Bocquet.

Substitutes : Messrs. H. M. Bucknall, W. A. Harper, and H. H. Leng.

Syndic : Mr. J. Marjoribanks.

Hon. Secretary : Mr. G. H. Weyand.

Secretary and Treasurer : Mr. A. C. Woolmer (144 Maipú, Buenos Aires).



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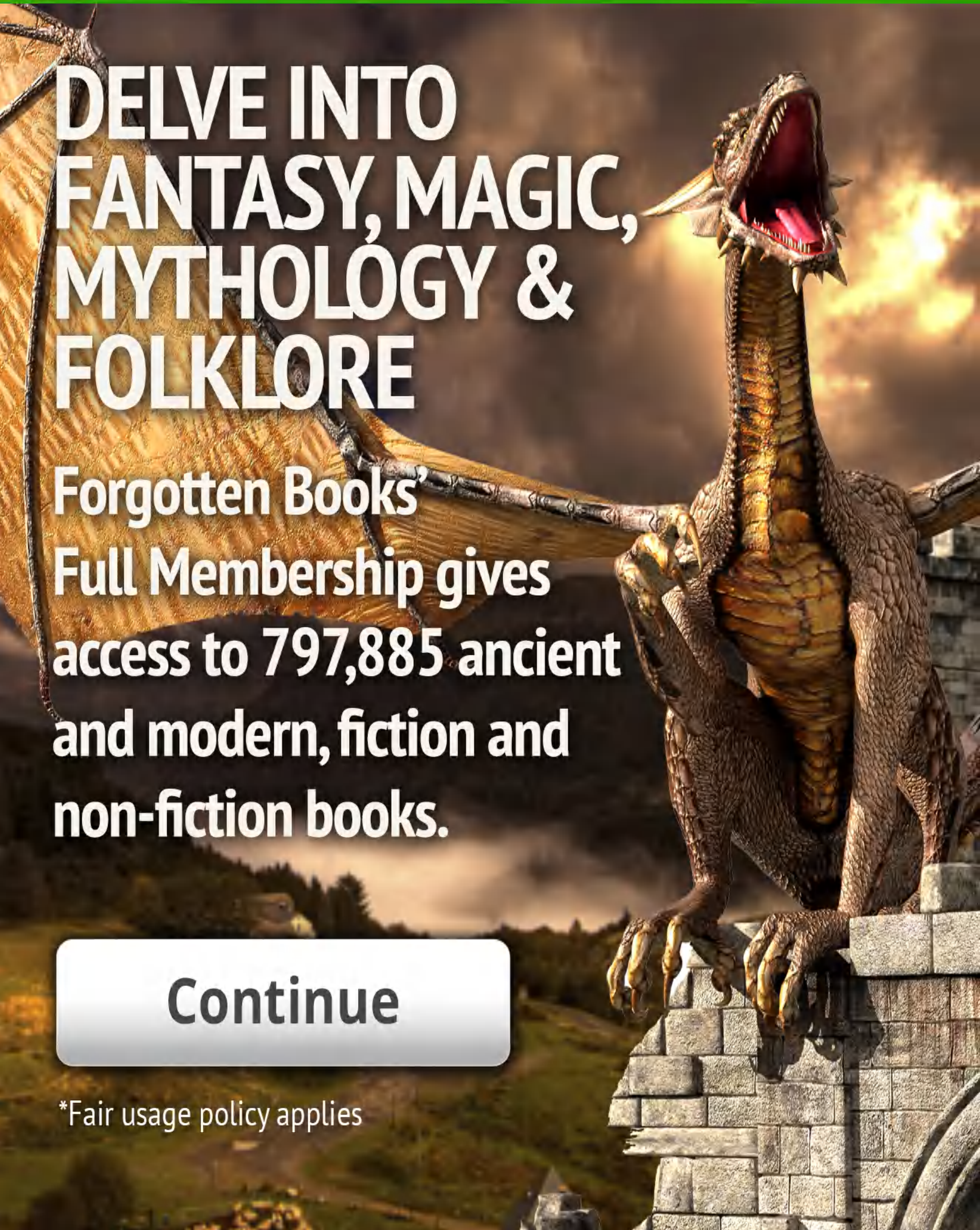
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The Club possesses twenty-five sailing yachts and forty odd motor and steam yachts, the Commodore being Dr. Benito Villanueva. It is permitted to fly the national flag as its colours, with a golden sun appearing on the white stripe.

The Committee consists of:

Vice-Commodore : Mr. Alberto de Bary.

Secretary : Dr. Guillermo Rojo.

Treasurer : Mr. Robert D. Zimmermann.

Committee : Messrs. Aaron de Anchorena, Geo. L. S. Wood, and Dr. George Casares.

Sailing Regattas Committee :

Messrs. C. F. Blanco, F. Mangold, and Lieut. A. Celery.

Substitutes : Messrs. E. G. Manigot, Duncan Black, and L. Argerich.

Motor Regattas Committee :—

Messrs. H. Mackinlay, P. L. Obligado, and E. F. Newbery.

Substitutes : Lieut.-Col. E. Vega, Mr. E. Schünemann, and Mr. B. E. Hueyo.

Measuring Committees :—

Sailing Yachts ; Dr. Pedro Pano, Mr. E. G. Manigot, and Mr. A. Soley.

Motor Yachts : Messrs. C. Irmacher, C. J. W. Dawney, and C. H. Quirk.

Another eminently successful yacht club, which although not so powerful as the first mentioned, bids fair to achieve even greater popularity, is the

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Yacht Club Rio del Plata.

Only established last year, it started its career with the names of 150 members on the roll. The quarters are at Canal San Fernando, an ideal spot being situated right at the mouth of the Lujan River, reached by half an hour's railway journey from Retiro Station. The entrance fee is \$50 and the annual subscription \$20.

Commodore : Mr. Carlos P. Hardy.

Vice-Commodore : Mr. Evelyn Rix.

Secretary : Mr. Joe H. Gowa, Casilla de Correos 100.

For the benefit of yachtsmen who visit Montevideo, it may be here added that a very good club exists there in the shape of the

Yacht Club Uruguayo.

with headquarters in Montevideo Bay. This Club was only started last year, and further particulars are obtainable by application to the *Secretary*, Mr. Diego S. Zeballa, Calle Zeballa 1, Montevideo.

Tigre Sailing Club.

The last report issued by this very favourable important organization shows that it possesses more than two hundred members, who display an enthusiastic interest in the pastime. Only some four years old, it has within that short space of time attained to an exalted position among similar societies, and there is every likelihood of its continuation along the road of success and prosperity.

In all, it owns a fleet of more than fifty craft, including 18 Motor Boats, 12 Colleenes, and a number of Cutters, Dingheys, &c.

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The entrance fee is \$100 and the six-monthly subscription \$15. Headquarters are at the Tigre, close to the station. Reached by train from Retiro.

Its officers are the following :—

Commodore : Dr. Alberto V. Lopez.

Vice-Commodore : Mr. D. H. Nye.

Treasurer : A. N. Linares.

Secretary : T. A. Owen, Office No. 1 Bolsa, Buenos Aires.

Committee : Mr. Ramón de Oliveira Cézar, Mr. Juan S. Lea, and Dr. Alberto Hueyo.

Regattas Committee :

Sr. Remon de Oliveira Cézar (*President*), Mr. T. A. Owen, and Mr. A. C. Williams.

ROWING.

In the delightfully pretty suburb known as Tigre, where the Lujan and Tigre Rivers join, the boating club which holds most interest for the English visitor is the

Tigre Boat Club.

A purely English institution established thirteen years ago and started on a very modest scale, it rapidly increased in popularity and importance and has been eminently successful at local regattas. At the present time its membership roll shows that it possesses 400 members. Its headquarters are at Tigre, within a few minutes' walk of the Tigre Hotel. It owns sixteen racing boats, eighty or more pleasure crafts, and half a dozen canoes. The boathouse is commodious and very well equipped; lockers,



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[Photo: E. C. Moody.]

Rocking Stone, Tandil.

Reached by train from Plaza Constitución, Great Southern Railway.

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the mishap immediately. These ambulances are always in readiness, horses harnessed, and every possible instrument inside the vehicle. Bandages, instruments, chemicals and other medicaments are all in the ambulance and not a moment is lost before it is on the spot where services are required. When a case of fever occurs, ambulances of a different type are dispatched: the case is taken to proper quarters, where it is decided whether isolation is essential or not, and if isolation is considered necessary the patient is removed until all traces of infection have disappeared.

When summoned by telephone, inquiries are made at headquarters as to whether the case is one of accident or illness, and, if an accident, whether the injuries are caused by a fall, burn, assault or other cause. Different surgeons being sent to attend the case according to its nature. A more practical, useful, and impartial system it would be impossible to imagine, and, to them it be it said, every resident in Buenos Aires quickly learns to understand the good work done by the Asistencia. Their vans and ambulances are all fitted with a toned gong, every vehicle except those belonging to the Fire Brigade making way before the sound of the known bell.

After receiving first aid at the Asistencia Pública, more serious cases are sent to the various hospitals in the city, and thus, in the case of accidents, there is no cry of 'no room' as is often the case in other great cities. At every fire of any importance, Asistencia ambulances are seen waiting just behind the fire engine. When news of a railway accident comes to hand, they are at once sent to the terminal station of the line whereon the accident took place; and, in fact, even when they are wanted these fast-travelling, rubber-tyred, neatly painted vehicles emblazoned with the green and white seem to be in waiting. The efficient and unostentatious

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manner in which the officials of this wonderful institution go about their errand of mercy would be a good example to follow all over the world.

HOTELS.

A few of the most comfortable hotels, where English and American visitors will be placed at their ease, are :—

The Palace Hotel, corner of Calle Cangallo and 25 de Mayo.

The Grand Hotel, corner of Calle Florida and Rivadavia.

The Royal Hotel, corner of Calle Esmeralda and Corrientes.

The Chester Hotel, Avenida de Mayo 586.

The Albion Hotel, Avenida de Mayo 1168.

The Garden Hotel, Calle Callao 950.

The Londres Hotel, Plaza Mayo, corner of Defensa.

Plaza Hotel, Florida and Charcas.

The Phoenix Hotel, Calle San Martin 780.

The Metropole Hotel, Avenida de Mayo 1207.

The Splendid Hotel, Avenida de Mayo 1100.

The Castilla Hotel, Avenida de Mayo 1120.

Caviezel's Hotel, corner of Avenida de Mayo and Calle Tacuari.

The Provence Hotel, Cangallo 319.

RESTAURANTS.

Besides the many city restaurants mainly frequented by business men in town, there are quite a number where good meals may be obtained both in the daytime and evening, and amongst those that may be recommended are :—

The Brunswick, Bartolomé Mitre 369, 387.

The Royal Keller, corner of Esmeralda and Corrientes.

The Bier Convent, corner of Maipú and Cuyo.



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GUIDE TO BUENOS AIRES.

of interest, but few, if any, of beauty, more especially as the warehouses prevent the carriage skirting the water-side most of the way.

The drive out to Belgrano, one of the most fashionable and populous of Buenos Aires suburbs, conveys a very fair idea of the vast extent of the metropolis, but, once beyond Palermo and the racecourse, there is very little to see until Belgrano itself is reached, where the scenery, in parts, is pretty.

Such a thing as a 'country-drive,' as known in England, is not possible here owing to the state of the roads, which, once the confines of the city and the immediate suburbs are passed, are in a somewhat primitive condition: very rough and uneven, inches thick in dust in summer and almost impassable by reason of the mud in winter. Bullock waggons and great carts, drawn by powerful teams of horses and mules, of course make use of them for the purpose of bringing market produce into the city, but the roads are not such as would induce the owner of a light dog-cart to drive along them for pleasure.

The principal suburbs are Belgrano, Flores, Banfield, Floresta, Quilmes, Lomas, San Martin, Adrogué, Temperley, and San Isidro.

Belgrano is about eight miles from town, and is splendidly served by both train and tram services. There are two stations, the one formerly belonging to the Central Argentine Railway and the one owned by the Rosario Railway. Since these two companies united forces some two years ago the stations, naturally, have become the joint property of the amalgamated concern. Facing the Central station at Belgrano is the Barranca, a prettily laid-out and terraced open space much frequented by the residents of the suburb, and where a police band occasionally gives selections. The electric tramcar service from the city to Belgrano continues night and day, and is one of the best-served routes on the whole system.

GUIDE TO BUENOS AIRES.

As a residential quarter, Belgrano is in great favour for reason of its healthy position and the facilities it possesses for a quick journey to and from the city. Trains take from twelve to sixteen minutes to cover the distance and the tramcars from forty minutes to an hour, according to the route taken. Rents have risen considerably in proportion to the increasing demand for house accommodation with the result that in the best parts of the suburb a small five-roomed house is obtainable at less than \$150 per month. There is a very large proportion of foreign residents in Belgrano, these being principally English and German. Socially, there is no reason to complain of any lack of enjoyment, for in addition to a constant series of private social functions held during the winter season, other gatherings of a public or semi-private nature are very frequently organized, and result in dances, concerts, &c., taking place in one or other of the two large Halls which the suburb boasts (generally in that situated on the Calle Moldes), and concerts are always given for various purposes in the Parish Room of St. John's Church. In addition to the Belgrano Athletic Club, the particulars of which will be found elsewhere in this Guide, there is a Ladies' Mandoline Club and a Literary and Debating Society, which meets twice a month in the Parish Room. Those residing in Belgrano who wish to go to the 'shopping' but have not the necessary time to do so in town, will find some very good shops of almost all kinds on Belgrano's main street, Calle Cabildo.

Lomas.

Some of the most popular residential suburbs surrounding Buenos Aires are those on the Southern Railway, among them being Lomas, a progressive and healthy little township reached by train from Plaza Constitución Station in from eighteen to twenty-five minutes; it



Palermo Park, Buenos Aires.

Photo: H. G. Olds.

pal thoroughfare, Avenida Meeks, shows some beautiful houses, many prominent Argentine families having their homes there. It possesses both an Athletic and a Golf Club, the former having carried off the Junior League Football cup for two years.

It possesses a very fine hall for dances, concerts, and similar entertainments, this building being known as the Barker Memorial Hall, erected on land next to the railway station, in memory of a former chairman of the Southern Railway.

In Lomas Plaza a band plays every Thursday.

Banfield.

Quite close to Lomas and not quite so far away from the city is the pretty little suburb of Banfield, very popular with



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Entrance to Government House.

[Photo: H. G. Olds.]

Broughton's Day School for Boys. The residents of Quilmes also enjoy the possession of a fine beach by the river, from which good bathing and boating are to be had. The suburb is reached in about half an hour by train from Casa Armarilla Station (Southern Railway). The Protestant Association of Quilmes is composed as follows :—

President : Mr. R. N. Clark.

Vice-President : Mr. James Dey.

Hon. Treasurer : Mr. R. Norris Clark.

Hon. Secretary : Mr. H. J. Marrs, Calle Rivadavia
519, Quilmes.

Members : Messrs. E. Clarke, P. A. Grassick, A. A. Macbeth, A. Mackill, and A. Paterson.

GUIDE TO BUENOS AIRES.

MISCELLANEOUS.

Baths.

Considering its modernity in other respects, Buenos Aires is singularly poor in bathing institutions, there are, only three public baths in the whole city and these of the ablutionary variety, none of them being swimming-baths. They are at Calle Córdoba 2222, Calle Florida 768, and Calle French 2459. The only swimming-bath in the city is that of F. Souritz and is in Calle Balcarce. Very fair Turkish baths are those at Calle Suipacha.

Markets.

There are more than forty markets in the city, all very little from each other except in size. Nearly all 'shopping' is done by the housewife at the nearest such establishments as butcher's shops, greengrocer's, fruiterers, fruit-shops and fishmongers' shops being usual except here. The custom of 'haggling' and 'bating' is universal, and so the average tradesman is generally a model of impudent independence, far different in demeanour towards his customers and in his desire to get the best of the bargain than his English or American confrère.

Open Spaces.

The municipal records show more than eight hundred open spaces, and plazas, the most worthy of a visit being the last-named being Plazas Alvear, San Martín, Iriarte and Lavalle, all of them being pretty and containing a number of statues and monuments. Plazas Congreso and Once, besides being tastefully laid out, are important by reason of the great stations to which they give approaches.

Libraries.

A good English circulating library is to be found at Mitchell's Bookstore, Cangallo 580.

PLACES TO VISIT.

Before leaving the Argentine, all those visitors who have any time to spare should undoubtedly pay a visit to the beautiful Córdoba Hills.

Córdoba itself is a small town. The most interesting buildings are the Cabildo and Cathedral in the principal Plaza, and the Observatory, at a height of over 100 feet above the city to the S.W. Leaving there, a few hours' journey brings the traveller to the beginning of the Sierra de Córdoba (see illustration, page 165). Entering a picturesque mountain gorge with a beautiful clear stream, in which the trout may almost be seen disporting themselves, the railway gradually rises, both sides being covered with timber. After several miles of this the gorge suddenly ceases, the train then running along the side of a mountain lake two miles in length and about a mile across. To the left of the traveller open country is to be seen, while to the right rises the Sierra de Córdoba range, averaging about 3000 feet in height. The traveller may assuage the pangs of hunger at Cosquin, where there is a railway tavern. There is also (a little further on the line), at Capo de Monte, a small hotel, where a few days may be enjoyably passed.

Another trip, only requiring a few hours all told, is to the town of La Plata (Southern Railway). Originally intended to become the capital, it has Parliament Houses, and a proper town is laid out, but the Argentine leaders failing to patronise it, it is practically deserted. One special feature about it is its beautiful park in which is a fine plantation of oak trees, these kings of the forest being rarely met with here. There is also a very handsome museum, most picturesquely situated, where a pleasant hour can be passed.

A visit to the Entre Rios Country should not be missed, the Falls of Iguazú (see page 155) in the Province of Misiones more than repaying the traveller. The falls are situated at the junction of three Republics—Brazil, Paraguay, and



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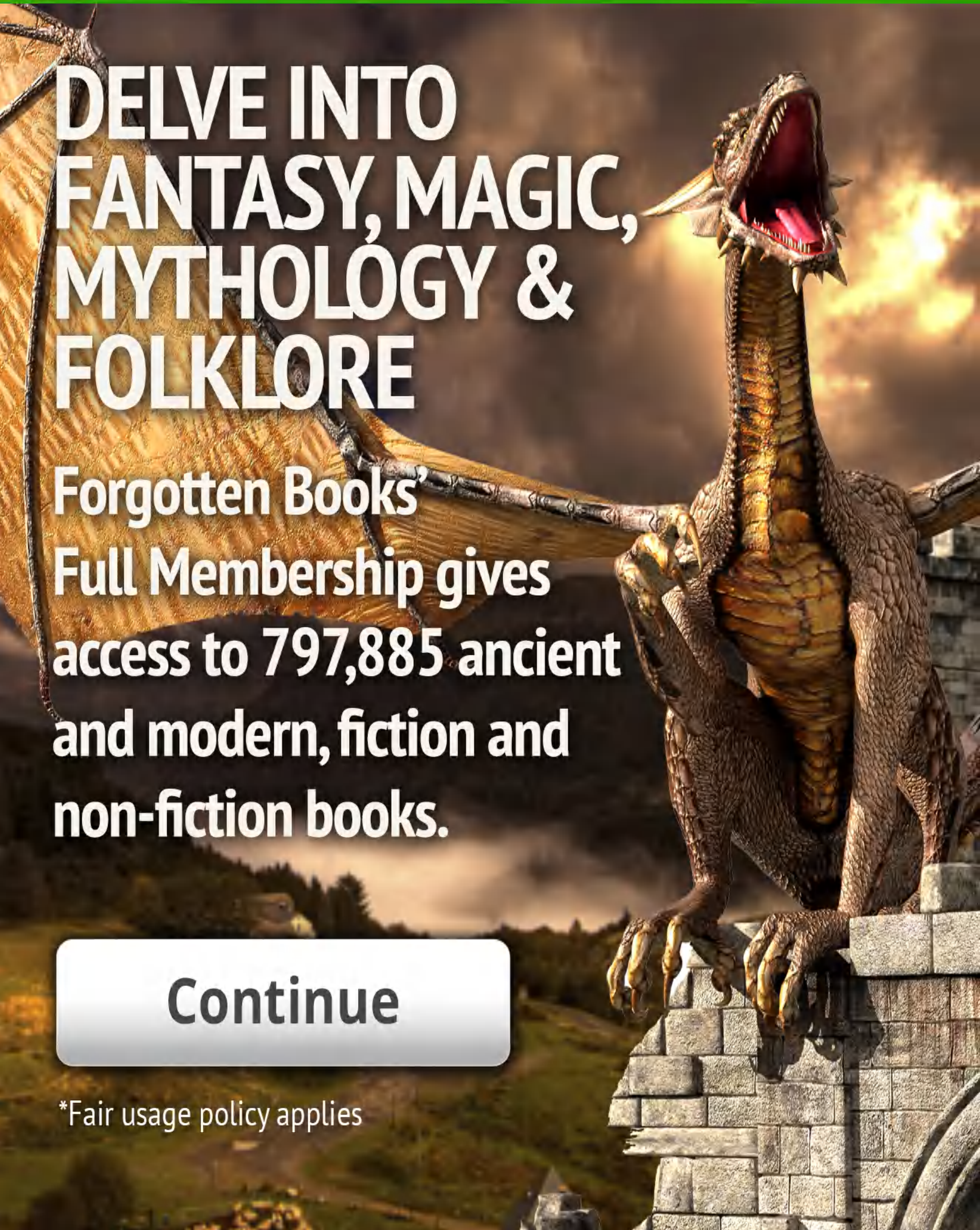
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250 miles from the City of Buenos Aires. The number of visitors becomes more numerous every year. This is due to the many attractions, such as Golf, Horse-racing, Pigeon-shooting, Roulette, &c.

The train service (Southern Railway) is capital, there being express trains every evening during the season.

There are many splendid hotels. At the Bristol, which is the largest, balls and concerts are very often given.

Amongst the places of interest is the Lighthouse at Morgotes. The light is a flash at intervals of a minute, which can be seen from a ship twenty-one miles away.

Another place well worth visiting is Tandil. Not that the town itself is interesting, but its surroundings. For instance, at $3\frac{1}{2}$ miles away we have the Tandil Rocking-stone (see illustration, page 103), which has the shape of an irregular cone, with a diameter of 16 feet and a height of $12\frac{1}{2}$ feet. This rock is so wonderfully balanced on the edge of a slope that with the slightest touch it will rock backwards and forwards. Tandil, which is 245 miles from Buenos Aires, is reached by the Southern Railway. The journey takes about six hours.

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GUIDE TO BUENOS AIRES.

A SHORT HISTORY OF BUENOS AIRES FROM 1806.

Although, as has been elsewhere stated, Buenos Aires was founded in 1535, and was established as a city in the year 1580, her history does not assume much importance until as late as 1806, when the invasion of the English took place.

The beginning of this enterprise was an unauthorized one, the chiefs being Sir Home Popham and Lord Beresford, and when the news of the seizure of Buenos Aires reached England, the former was recalled to a court-martial. This, however, did not deter the Government from sending out a body of troops under General Auchmuty, with Admiral Sir C. Stirling, who succeeded Sir Home Popham.

Landing at Monte Video on January 18th, 1806, the British troops engaged in a fierce fight against six thousand Spaniards, who were ultimately defeated, and, with a loss of five hundred and sixty killed and wounded, the British took the city on February 2nd. At the same time, Lord General Crawford had been dispatched with four thousand two hundred men to conquer Chili. It seems to have been the English idea that the Spaniards were so weary of their own badly managed home government, that they would welcome a change of masters, and that the appearance of English troops in any one of their huge colonies would be a signal for them to desert in a body to England.

That this idea was an erroneous one was proved beyond a doubt when they were met in full battle array by the Spaniards, who had unanimously placed themselves under the control of the clever Frenchman, Liniers. Cassel's history, very truthfully remarks: 'Had the English Government only wished to liberate the Spanish South American Colonists, and to seek their recompense in the trade, they would naturally have sprung up with them, they had

GUIDE TO BUENOS AIRES.

to support Miranda and other Spanish Revolutionists to have succeeded, and to have won the honour of being benefactors to oppressed nations. But no such liberal ideas animated them, and they were soon taught their folly in the exasperation of the colonies which they thought of winning so facilely.'

The news of the recapture of Buenos Aires reached London in time for orders to overtake Crawford at the Cape. He was ordered to abandon the voyage to Chili and reinforce our army at Buenos Aires as speedily as possible. Had they only left Crawford and Auchmuty in supreme command, the history of Buenos Aires might have read very differently. The home Government, seemingly quite incapable of recognising genius and military ability in men who had only attained the rank of Brigadier, must need give the chief command to General Whitelocke, who seems to have had nothing to recommend him from a military point of view, save the title of 'General.'

This title, by the way, was gained without much trouble, as General Whitelocke was a favourite both with the King and his court, which does not say much for their judgment as, when given a grand opportunity for distinguishing himself at St. Domingo some years before, he had shown the white feather, and should undoubtedly have been cashiered without hesitation. But this *General* was appointed to take command at Buenos Aires!

Arriving at Montevideo towards the end of May, and mustering a force of twelve thousand men, all in good condition, instead of providing himself with boats or rafts to cross the Ria Chuelo and take Buenos Aires by a brilliant and sudden assault, or even ascertaining that the bridge over which General Beresford had passed the previous June had been destroyed, he wandered up-country looking for a ford, and sent Major-General Gore with the light troops to seek one in another place. Gore soon found one, only two miles above where the bridge had been, but Whitelocke,



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soon compelled by showers of grape and musket shells to abandon this position. He had lost a great number of men, Major Trotter, one of his best officers was killed, and Colonel Parke, commanding the left division of the brigade, was compelled to surrender. Perceiving that firing had ceased, and receiving no information from Whitelocke, who, it subsequently transpired had kept himself in safety *outside* the place, Crawford inferred that the assault had failed and capitulated at 4 p.m. Linières duly informed Whitelocke of the surrender of part of Lumley's division and the whole of Crawford's, advising him to capitulate as otherwise he could not be answerable for the lives of the prisoners, so great was the animosity of the people against the English for having tried to annex Buenos Aires for themselves instead of only aiding them to free themselves from the Spanish yoke. The treaty was therefore signed on July 8th by Rear-Admiral Murray, General Whitelocke, and Linières, under the following conditions :

‘That all prisoners now made and also those taken with General Beresford the year before should be returned, that General Whitelock's army, with its stores, equipage and arms, should be conveyed across the La Plata to Montevideo, his troops to be supplied with provisions, and that at the end of two months the English were to surrender Montevideo and retire from the country.

Thus ended the attack of England on Buenos Aires, a culmination which has not often happened in the former's history. At any rate General Whitelocke was not to escape this time, as on the 28th January, 1807, he was court-martialled at Chelsea Hospital, and deservedly condemned to be cashiered as wholly unfit and unworthy to serve his King and country in any military capacity whatever.

There is no doubt that the victory over the English was the death-blow to the Spanish supremacy in the River Plate, for the Buenos Aireans now realised their own strength.

As a step in the right direction, Linières was deposed on

GUIDE TO BUENOS AIRES.

January 1st, 1809, and from thence, until the establishment of the Republic on May 25th, 1810, risings and battles occurred, too numerous to specify here. Although independence was not formally declared till 1816, still the inhabitants behaved as though it had been.

The title given to the new form of Government was 'The United Provinces of the River Plate.'

The first Argentine flag was flown by General Belgrano in 1812. It was originated by French in 1810 by accident. Wanting to distinguish his followers from the rest, he went to a shop and bought several pieces of ribbon, some pale blue, some white, and made of them a flag which he distributed among his followers. The National Anthem was first heard in the year 1813. The General Assembly took place in Buenos Aires, when, among other measures, the Tribunal of the Inquisition was abolished, the titles of nobility also; the arms of Spain were ordered to be taken down from public buildings, and the motto was altered.

But even then the inhabitants could not agree as to the form of Government they required, and revolutions were always taking place.

In 1831 General Rosas succeeded in establishing a Federal form of government. This General, proving to be a tyrant in every sense of the word, reigned until 1852, when a revolution occurred in which he was defeated and he fled from the country. In the next year (1853) a Congress at Santa Fé having sanctioned the 'National Constitution on the Federal system, at which the province of Buenos Aires did not take part, caused a civil war.

The Province of Buenos Aires still remained independent, although peace was declared and signed in 1865.

During the period from 1874 until 1880, the clearing of the plains of the Province of Buenos Aires of the Indians who were such great and seemingly insurmountable obstacles to the development of agricultural industries, took place.

GUIDE TO BUENOS AIRES.

Then, in 1880, General Roca being President, the city of Buenos Aires was declared the Federal Capital of the Republic. The last serious revolution took place in 1890, after which the then President, Don Miguel Juarez Celman, resigned. Since then there have been three new Presidents, the fourth, General Roca, being re-elected in 1898, and having held sway ever since until the late President Quintana was elected. He, dying in 1906, the present President, Dr. Figuer Alcorta was chosen by the people. There is probably no other country in the world that has developed as rapidly and improved as marvellously as the Argentine ; there is certainly no other city that has risen in so few years to the height that has this one of Buenos Aires.



ENGLISH NEWSPAPERS

PUBLISHED IN BUENOS AIRES

The Daily Standard.—Subscriptions : Single copies, 10 cents ; City per month, \$2.50 paper ; Camp per year, \$30.00 paper ; Uruguay B.O. per month, \$1.50 U. Gold ; ditto per year, \$13.00 U. Gold. European and American countries per year, £4.

The Weekly Standard.—Composed of Sunday's and Thursday's papers and Mail Supplement, which appears every Thursday. Camp or City per year, \$10.00 paper ; European and American countries per year, £2.

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Editor : John L. Mulhall.

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Proprietor : Mr. J. J. Rugeroni.

Assistant Editor : Mr. J. J. Rugeroni, jun.

The Hiberno-Argentine Review. — Offices and Works : Calle Cuyo 2002. Published weekly, price 20 cents per copy ; \$8.00 per annum.

Founded in 1906 by a group of prominent Irish and Irish-Argentine ladies and gentlemen to uphold and promote Irish-Argentine unity, and to foster Catholic traditions.

Managing Director : Mr. Edward Finn.

The Illustrated Review. — Offices : Calle 25 de Mayo 268. An illustrated fortnightly publication, treating mainly of sports, theatres, and social items. Founded 1896. Formerly called *The Week* (Rosario). Price 50 cents per copy or \$10.00 per annum.

Owned and edited by Mr. Ernest Stanford Rugeroni.



BRITISH EMIGRANTS.

It cannot be too clearly pointed out that this country is not one for emigrants in speculative search of employment, the labour element being almost exclusively composed of Italians, who thrive and save on exceedingly small wages, and find their environment more or less similar to that to which they have been accustomed, whereas to the British labourer everything seems topsy-turvy and different. Again, the use of the Spanish language is a very great difficulty to English labourers. The class of British emigrant to which this country is suited is the one who has money to take up

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Gaucha Dwelling, Argentine Camp.

[Photo: A. W. B. & Co.]

ing and work it. With the rapid development and
g up of the country which is in progress, this class of
is not only able to make a good living for himself
mily, but also has the prospect of his lands rising in
as development takes place, and, with the extension
railways, vast tracts of land have been opened up
e now purchasable. Intending settlers should, how-
ake two or three years in learning the special con-
of farming, and make full inquiry as to the rainfall,
of the ground-water, nature of the soil and subsoil,
purchasing land. On these points information is
able at the Argentine Government Departments, the
rological Office in particular having a remarkably well-
zed service.



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Wages in Dollars.

In late years the wages given in dollars in the pamphlets of emigration agents in Europe have misled those intending to emigrate, being high in paper dollars but in reality low in gold. The emigrant should, before emigrating, always ascertain the gold value of wages in a country where paper is the current and legal medium of exchange, as its value is liable to fluctuation.

Drawbacks to British Emigrants.

Englishmen have to compete not merely with the native Argentines, but with a continuous and steady Italian immigration, and in less settled provinces with the native races, which tends further to reduce wages. Moreover, while the emigrant who goes to any English Colony knows that if he himself is exposed to hardships, the position of his children will be almost certainly improved by his exertions, the settler in the Argentine Republic has no such expectation. The political and social conditions around him are such as he can neither have part in nor understand. His ignorance of Spanish or any Latin language is a most serious disadvantage. Education, though nominally free, compulsory, and unsectarian, varies very greatly in the different localities, and in the more remote districts there is little or none. There is always the risk that under the new influences of climate and surroundings, the character may deteriorate.

Advantages.

For those, however, who have seriously considered the disadvantages of the Argentine, and are prepared to face them, who have some capital and the requisite energy and training to learn Spanish, and throw themselves into new methods of agriculture, this country has possibilities.

GUIDE TO BUENOS AIRES.

Advice to Intending Colonists.

It is impossible in England to advise upon the of particular 'colonies.' The number of them is so small and the expediency of settling in any depends so much on the honesty and good faith of the proprietors that it is better in all cases to make a careful examination of the spot before deciding on any purchase. If the intending colonist be willing to work for a year or six months in the district as an ordinary labourer in order to make a study of its agricultural capacities he will then be able to buy without much risk of buying inferior land. He must however, be prepared to face agricultural conditions new to him, and to compete as a novice with southern colonists on ground with which they are familiar.

Summary.

From the above account it will be gathered that the Argentine Republic possesses no attractions to the casual British emigrant, who possesses neither any capital nor skill in some special trade which may be wanted.

British Representatives.

The British Consuls and Vice-Consuls in the Argentine Republic are as follows, and may be applied to for information :—

Buenos Aires : Consul and Vice-Consul.

Bahia Blanca (Buenos Aires Province) : Vice-Consul.

Campana (Buenos Aires Province) : Vice-Consul.

Gallegos (South Patagonia) : Consular Agent.

La Plata (Buenos Aires Province) : Vice-Consul.

Rosario (Santa Fé Province) : Consul and Vice-Consul.

Santa Fé (Santa Fé Province) : Vice-Consul.

Concordia (Entre Rios Province) : Vice-Consul.

Villa Constitución : Vice-Consul.

Port Madryn : Vice-Consul.

RAILWAYS.

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(Ferro Carril Central Argentino).

The above Company is formed of the Central Argentine Railway and the ex-Buenos Aires and Rosario Railway, the Argentine National Congress having sanctioned the amalgamation under the title of the Central Argentine Railway.

Capital raised by Shares and Stock.

Consolidated Ordinary Stock	...	...	£21,446,950
Consolidated Preference Stock	...	...	4,304,390
Deferred Stock	...	...	811,800
Preference Shares, £10 each	...	...	332,090
Total	...	..	<u>£26,895,230</u>

Obligations.

4 per cent. Rosario Debenture Stock			£5,500,000
6 " Central " "			442,305
4 " " "			733,432
3½ " " "			1,117,207
4½ " Western Annuity	2,017,500
Total		..	<u>£9,810,444</u>

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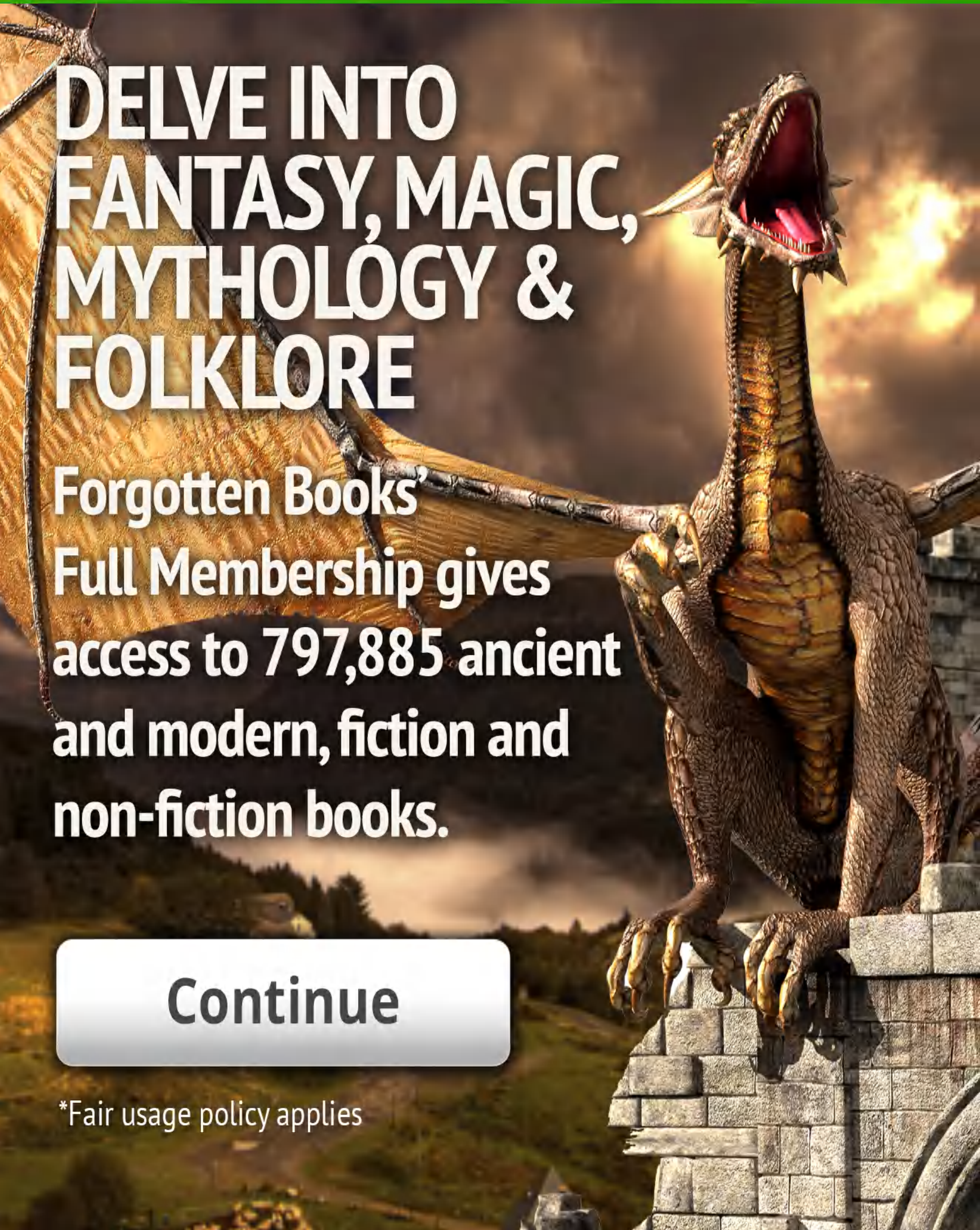
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Local Committee and Representatives in the Argentine Republic.

Dr. José A. Frias, *President*. H. H. Loveday.
Samuel Hale Pearson. Carlos Maschwitz.
G. P. Newell, *Secretary*.

Officers.

H. H. Loveday, *General Manager*.
H. G. Cabrett, *General Superintendent of the Line*.
J. A. Meelbom, *Chief Accountant*.
R. N. Mackenzie, *Traffic Manager*.
M. J. Elordi, *Chief of Movement*.
Cabino R. Cueli, *Commercial Superintendent*.
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Cuarto on the Andine Railway, in a northerly
direction, to join up with the line Crúz to Córdoba

From Las Rosas to Villa del Rosario

From a point on the preceding line to Costa Sacate

From Morteros to a point near Hersilia

From Sastre to a point near Maria Juana

From Galves to Larrechea

Total approximate kilometres (about 600 miles)

The Company is given power to double the line between Villa Ballester and Rosario, and to lay down two more between San Martin and Retiro terminus, and, to all the latter doubling of the tracks, the Company is authorized to widen the steel viaduct running through Palermo with which the line from Belgrano East Station will be connected, and the old line from Palermo to Retiro will be taken up.

A large terminal station will be constructed at 1 (Avenida Maipú and Paseo de Julio) to take the place of the two existing stations.

In Rosario, an important city and port 189 miles from Buenos Aires, a high-level viaduct to join up the Central Station with the East Station is in course of construction.

The Central Argentine Railway system serves the provinces of Buenos Aires (North), Santa Fé, Córdoba, Salta, San Juan, San del Estero, and Tucuman, and, in combination with the Central Northern Government Railway, the provinces of Salta and Jujuy and Republic of Bolivia. The total number of stations opened to the public service is 300. The Company owns large grain elevators in the Buenos Aires harbor and at the Ports of Villa Constitución and Rosario, and every facility for the shipment of produce and grain in large quantities.

Was registered on October 8th, 1862.

Capital.

4 per cent. Debenture Stock...	£12,000,000
4½ per cent. Saladillo Branch Debenture Stock (not negotiable)	1,032,930
4½ per cent. B. A. Western Railway Annuity Account (Brandzen Branch)	242,600
5 per cent. Preference Stock...	6,000,000
Ordinary Stock	15,000,000
4 per cent. Extension Shares, 1910 ...	6,000,000
4 per cent. Extension Shares, 1912 ...	2,500,000
	<hr/>
	<u>£42,775,530</u>

The London Offices are at River Plate House, Finsbury Circus, London, E.C., the present Board being composed of—

Directors.

Jason Rigby, <i>Chairman.</i>	Col. Sir C. B. Euan Smith,
Henry Bell.	K.C.B.
A. E. Bowen.	David A. Shennan.
Woodbine Parish.	David Simson.

H. C. Allen, *London Manager and Secretary.*

The mileage of the Southern Railway's system is, single line 2964, through line 2740, serving 277 stations, the principal of which are Plaza Constitución, Lomas, Las Flores, Azul, B. Blanca, La Plata, Mar del Plata, Pringles, C. Suarez, Pigue.

The terminal station is situated at Plaza Constitución, and the Local Board, with offices at Calle Cangallo 564, is constituted as follows :—

G. White, M.I.C.E., <i>Chairman.</i>	Dr. N. R. Fresco.
J. Percy Clarke, <i>General Manager.</i>	Sr. F. D. Guerrico.



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The Buenos Aires and Pacific Railway.

(Ferro Carril Buenos Aires al Pacífico)

Was registered in the year 1882, and has at present capital as follows :—

Debentures	... £10,250,000
Preference Shares	2,200,000
Ordinary Shares	... 10,000,000

Offices in Buenos Aires.

Ticket and Enquiry Office, Calle 25 de Mayo 279.

Administration, Calle 25 de Mayo 291.

Traffic Department, Calle 25 de Mayo 277.

Engineer's Department, Calle 25 de Mayo 277.

Accountant's Department, Calle Florida 777.

GUIDE TO BUENOS AIRES.

Offices in London.

Dashwood House, 9 New Broad Street, E.C.

Board of Directors.

Lord St. Davids (*Chairman*). Hon. Arthur Stanley
T. Penn Gaskell, M.I.C.E. F. O. Smithers (*Managing*
C. E. Gunther. *Director*).

Edward Norman. W. R. Cronan (*Secretary*).

General Manager, J. A. Goudge, Calle 25 de Mayo

The mileage of the Pacific Railway system is 2648 miles, serving 305 stations, the terminal station being at Buenos Aires and the most important being Palermo, Mendoza, Chacabuco, Junin, Labulaye, Villa Mercedes, Mercedes, Bahia Blanca, and San Juan. From November 1st 1900 this Company run the famous 'Transcontinental Express to Chili, crossing the Continent *viâ* the Argentine to Santiago in thirty-eight hours. The well-known natural bridge at Puente del Inca, visited by all travellers, are also on this line.

The Local Board is constituted as follows : Dr. Lamarca (*President*), J. A. Goudge, Raul Zavalía. Office, Alsina 557, Buenos Aires.

The Buenos Aires Western Railway

(*Ferro Carril Oeste de Buenos Aires*)

Was registered in the year 1890, with a capital of £6,900,000, divided as follows :

1,000,000 Deferred Shares of £10 each	
representing	£1,000
250,000 Ordinary Shares of £10 each	
representing	2,500
340,000 Guaranteed Shares of £10 each	
representing	3,400
Total	<u>£6,900</u>

GUIDE TO BUENOS AIRES.

The London Offices are at River Plate House, Finsbury Circus, London, E.C. The present Board being composed of

Directors.

Henry Bell (*Chairman*).
A. E. Bowen.
Woodbine Parish.

David Simson, M. I. C. E.
J. White Todd.
F. Eustace Faithfull (*Sec.*).

The mileage of the Western Railway's system is actually 1305 miles, serving 138 stations, the principal of which are Haedo, Tablada, Lujan, Mercedes, Chivilcoy, Bragado, Trenque Lanquen, Villegas, Lincoln, America, &c.

The terminal station is at Once, and the local Board, with offices at Cangallo No. 564, is constituted as follows:—

Local Representative, S. Brian, M.I.C.E.

Manager, Alejandro F. Lértora. *Secretary*, W. C. Beeston.

Córdoba Central Railway Company, Limited.

(Incorporated 11th August, 1887).

Share Capital. Authorised £1,600,000. Issued £1,160,000 as follows:—

First Preference Stock £720,000.

Second Preference Stock £120,000.

Ordinary Stock ... £320,000.

Debenture Capital. Authorised £7,750,000. Issued £6,983,989, as follows:

5 per cent. Debenture Stock Original Line authorised and issued £400,000.

4 per cent. Consolidated Debenture Stock (Central Northern Section), Authorised £3,000,000. Issued £2,600,000.



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Plaza Constitución.
Showing the old Southern Railway Station.

[Photo : A. W. B. & C.]

The Entre Rios Railway Co., Ltd.,
(Ferro Carril de Entre Rios) was registered in the year
 1891, and its capital stands as follows :—

Description.	Authorised.	Issued.	Balance to be Issued.
	£	£	£
Four per cent. Debenture Stock	1,200,000	1,200,000	*—
Five per cent. Debentures ...	250,000	250,000	*
Five per cent. First Preference Stock... ..	1,693,260	1,649,550	43,710
Four per cent. Second Prefer- ence Stock	734,049	734,049	
Ordinary Stock	1,583,140	1,559,585	23,555
Totals	£5,460,449	£5,393,184	£67,265

* Debentures or Debenture Stock can be issued up to half the amount of the capital of the Company for the time being issued, but the 4 per cent. Debenture Stock is limited to one-third of the Capital.

GUIDE TO BUENOS AIRES.

The London offices are River Plate House, .
Circus, E.C., the present Board being composed of

Directors .

J. Rigby, M.I.C.E., *Chairman.* Woodbine Pa
Lord Farrer. Hon. R. C. J
Col. F. G. Oldham.

W. H. Williams, *General Secretary.*

The mileage of the Entre Rios Railway is
656, serving 66 stations, the principal of which
Zarate, Paraná, Concordia, Uruguay, Guala
Guauguay, Victoria, Nogoya, Basavilbaso, Villag
Ibicuy.

The terminal station is situated at Federico I
(Buenos Aires), and the Local Board, with offices
Cangallo 564, is constituted as follows :

Dr. Norberto Fresco, F. C. H. Chevallier
Henry Darbyshire and Follett Holt.

The Buenos Aires Midland Railway

was registered in the year 1906, the concession
granted in 1904 by the Provincial Government
Avellaneda to Carhué, a distance of 530 kil
The construction of the line commenced on Ju
1906, and the rails now reach to about the 150
metre, the remaining portion of the line is now
construction. The gauge is one metre. The line
between Puente Alsina, Fiorito, La Noria and Mat
San Sebastian, 130 kilometres.

* This is a station belonging to the Buenos Aires
Railway, over whose line the railway has running
into Buenos Aires.

GUIDE TO BUENOS AIRES.

The capital is £1,500,000, divided as follows :—

Non-cumulative Preference Shares ... £1,000,000.

Ordinary Shares 500,000.

£1,000,000 of 4% Debenture Stock has also been issued.

The present Board consists of :

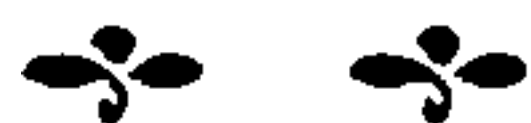
Directors :

Frank Henderson, <i>Chairman</i> .	F. Eustace Faithfull.
H. C. Allen.	William Higgins.

The local Committee consists of Messrs. F. J. Wythes, J. Percy Clarke, and A. F. Lertora.

The General Manager is Mr. Wilson Jacobs, with offices in Calle 25 de Mayo 33.

The London offices are in River Plate House, Finsbury Circus, E.C.



SCHOOLS.

St. George's College, Quilmes.

This College was founded in 1898 by the Chaplain of St. Saviour's Belgrano (Rev. A. O. Tisdall), and the Chaplain of All Saints', Quilmes (Rev. J. T. Stevenson), supported by thirteen gentlemen who joined them as founders. When the College started on October 1st, 1898, there were six boys. At the end of three years, this number had risen to fifty, and at the present time there are nearly a hundred pupils. The College was formed into a Limited Liability Company in 1907.

The object of St. George's College is to provide the



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m, and pupils are also prepared for the
cal Examinations, and in music for the
le Gaos.

est is taken in all kinds of sport and athletics
girls, especially Tennis and Hockey. The
gs and grounds are situated in one of the
the pretty southern suburb of Quilmes, and
ress has been made by this educational
ately, that only this year it has been found
quire the adjacent building for the accom-
arders.

Miss Ross, Certif. 2nd, Univ. in Arts, Royal
Registered Teacher (Column B.) Board of
gland; late Assistant Mistress at Highfield
lon, England; High School, Florence; St.
hool, Quilmes, &c.

oderate and strictly inclusive.

es, references, &c., may be had on applica-
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id the course of studies undertaken. Further
n be obtained from the Headmaster, or the
r, J. Monteith Drysdale, 77 Calle Florida,

GUIDE TO BUENOS AIRES.

St. Andrew's Academy.

PATRICIOS 19, CORNER MARTIN GARCIA, BUENOS A

Staff.

I.—*The Principal*: L. Christie, L.A., F.E.I.S., Pr
in Education, Edinburgh University.

II.—*Spanish Master*: Sr. Sanchez Moreno, de l
versidad de Madrid.

III.—*Lady Superintendent*: Mrs. Neath.

IV.—T. J. R. Hindmarsh, B.A., Scholar and Pri
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Boarders only are admitted.



Camp Coach (La Galera), Argentina.

[Photo: A. W. B. & C.]

Visitor: The Bishop of the Falkland Islands.

Warden: Canon Stevenson.

Head Mistress: Miss E. E. Warrell, Cambridge Historical Tripos, 1st class; late of the Dulwich High School, and Sydenham Secondary School, England, and also of Havergal College, Winnipeg, Canada.

The school-buildings are most advantageously situated on the edge of the high land overlooking the River Plate in a well-wooded quinta (country house), consisting of about three squares of land, producing fruit and vegetables, containing two gravel tennis-courts, a croquet-lawn, and a large playing field for cricket and hockey.

Queen Victoria College, San Fernando, F.C.C.A.

Head Master: A. Stuart Pennington, Lond. Univ., to whom please apply for terms.



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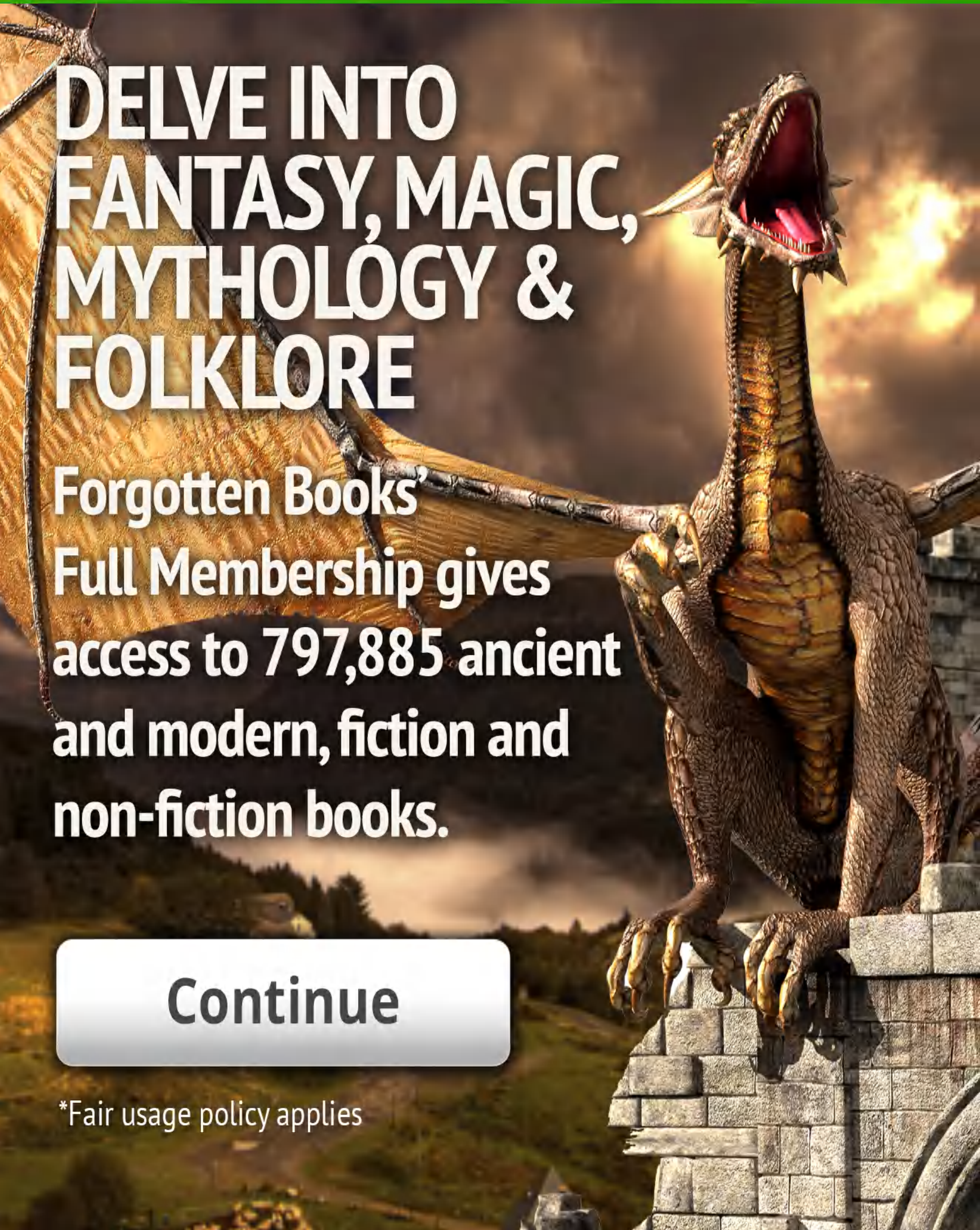
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application to the Principal, Cramer 1791.

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Pupils are prepared for Oxford Local.

Outside pupils are admitted to classes in Language, Elocution, Music, Drawing, Painting, and Needlework.

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Principal: Miss Violet Callis.

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BUENOS AIRES.

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Liceo Rivadavia.

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CHURCH.

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The Argentine Evangelical Schools and Institutes (FREE.)

Superintendent.

William C. Morris, Calle Uriarte 2572, Buenos Aires.

SUMMARY.

This work was commenced in June, 1898, with 100 boys. During ten years 25,028 boys and girls have passed through the Schools and Institutes. Of these 22,000 have received school-books, &c., free. 23,600 have received boots and clothes twice a year. 8841 have received medical assistance and medicine. 5947 have been employed during convalescence. 4638 poor families, relatives of school children, have been helped in various ways. Employment has been obtained for 1089 boys and 1000 girls have left the Schools. (This number does not include apprentices from the Trades Institute, nor the 1000 from the School of Telegraphy, for whom employment has been obtained. 94 apprentices from the Trades Institute have been employed, after having completed a practical course of instruction. 147 members of the School of Telegraphy have passed satisfactory examination and for these employment has been obtained, chiefly on the railways.

168 policemen have attended the Night Classes organized for them. Employment has been obtained for 1000.

helped during their imprisonment, and assisted to employment when their term had expired.

This work comprises 8 Day Schools, 3 Night Schools, 1 Trades Institute, 1 School of Telegraphy, 1 School Band, 4 Sunday Schools, 1 School Museum, 1 'Teachers' Library.

5300 children are now connected with these Institutions.

The character of the work is educational, philanthropical, Christian, Evangelical, and National.

The origin of the children represents 13 different nationalities.

The work has the warm approval of the National School Board, the Municipal authorities, and the National Congress and Government.

Much more generous help is needed for this large and growing work, which has come to be a social factor of real importance in the life and development of this marvellously growing country.

All contributions and communications should be addressed to the Superintendent, William C. Morris.

The Children's Home,

CALLE GUANACACHA, AND ARCOS, BELGRANO.

Committee.

President: Mrs. Boote.

Vice-President: Mrs. Carnegie Ross.

Hon. Secretary: Mrs. L'Estrange Wallace.

Hon. Treasurer: Mrs. Cutts.

Mrs. Campbell Getty, Mrs. Knight, Mrs. Morrison, Mrs. Roberts, Mrs. Rymer Watson, Miss Dawney.

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H.B.M. Minister: Mr. Walter Beaupré Townley, Calle Santa Fé 1206. Office hours, 10 a.m. to 1 p.m.

H.B.M. Consul: Mr. A. Carnegie Ross, C.B., Reconquista 334.

American Minister: Mr. Charles Hitchcock Sherrill, Calle Charcas 634. Office hours, 10.30 a.m. to 12.30 p.m.

American Consul-General: Mr. Richard M. Bartleman Suipacha 612.

German Envoy Extraordinary and Minister Plenipotentiary: Julius Waldthausen, Esmeralda 873.

The League of the Empire: Calle Cangallo 666.

British Hospital: Perdriel Corner of Caseros.

Woman's Exchange: Cangallo 623.

American Church: Corrientes 718.

Scotch Church, St. Andrew's: Calle Belgrano 575.

St. John's Anglican Church: Calle 25 de Mayo 280.

Irish Orphanage: Boulevard Gaona Corner of Bella Vista.

Salvation Army: Rivadavia 3290.

Passionist Fathers: Corner of Urquiza and Estados Unidos.

Young Men's Christian Association: Moreno 452.

Young Women's Christian Association: Defensa 487.

St. Andrew's Society of the River Plate: President, Rev. J. W. Fleming, B.D., Scotch Church, Perú 352; Hon. Sec., J. E. Stewart, M.I.C.E., Avenue de Mayo 651.

Christ Church (Anglican): Calle Uspallata 657, Montes de Oca.

Baptist Church: Lima 1552, Plaza Constitución.

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English Literary Society: Calle Cangallo 536.

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GUIDE TO BUENOS AIRES.

ARGENTINE WORDS AND PHRASES With Phonetic Pronunciation



In the few words and phrases given in the following pages to assist the new arrival in a Spanish-speaking country to make himself understood, the pronunciation is given as nearly as is possible, in English spelling. At the same time, it is as well to bear in mind a few general rules for further guidance.

The consonant 'j,' the pronunciation of which is given as 'h' in the English spelling, is pronounced somewhat gutturally, although not so hard as the German 'ch'. Thus, 'joven' (young) should be pronounced something between the German spelling 'choven' and the English spelling 'hoven'.

The double 'l' (ll) is given its proper Spanish pronunciation 'l'ye' in the guide, but, as a matter of fact, in Argentina it is pronounced as a soft 'j' as in the word 'je'. Thus, 'lleve' (carry) is given as 'l'ya', which is its authentic pronunciation, but in Argentina it is pronounced as 'jay'-veh,' the 'j' being extremely soft.

Except when otherwise indicated by an accent mark, the accent should always be laid on the penultimate syllable. This rule, however, does not apply to verbs in the infinitive mood, ending in 'ar,' 'er' or 'ir'. Thus, 'camino' (a road) is pronounced 'Kah-mee-no,' the accent being on the last syllable but one, whereas 'caminar' (to walk) is pronounced 'Kah-mee-nár,' the accent in this case being on the last syllable.

In Argentina 'y' is very often pronounced as a soft 'j'.

preceding note being inverted.

In conversation, the pronouns of the first person singular and plural and second person singular and plural are seldom called into use, being understood by the termination of the verb. Thus, 'I know' is 'Yo se' but, in conversation, if wishing to say 'I do not know,' 'No se' will suffice, the pronoun 'yo' being understood. Equally, 'Do you not know?' would be '¿No sabe?' the pronoun 'Usted' being likewise understood.

The consonant 'g' before 'e' or 'i' is pronounced as an aspirate and slightly guttural.

Cardinal Numbers.

English.	Argentine.	Pronunciation.
One,	<i>Uno,</i>	oó·no.
Two,	<i>Dos,</i>	dos.
Three,	<i>Tres,</i>	trehss.
Four,	<i>Quatro,</i>	kwah'-troh.
Five,	<i>Cinco,</i>	sing'-ko.
Six,	<i>Seis,</i>	seh'-iss.
Seven,	<i>Siete,</i>	se-eh'-the.
Eight,	<i>Ocho,</i>	oh'-cho.
Nine,	<i>Nueve,</i>	noo-eh'-veh.
Ten,	<i>Diez,</i>	dee-es'.
Eleven,	<i>Once,</i>	ohn'-se.
Twelve,	<i>Doce,</i>	doh'-seh.
Thirteen,	<i>Trece</i>	treb'-seh.
Fourteen	<i>Catorce,</i>	kah-tohr'-seh.
Fifteen,	<i>Quince,</i>	keen'-seh.
Sixteen,	<i>Diez y seis,</i>	de-ess e seh-iss.



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Alto Parana, Argentine Republic.
Showing part of Falls of Iguazú.

[Photo: A. W. B. & C.]

English.	Argentine.	Pronunciation.
eventeen,	<i>Diez y siete,</i>	de-ess e se-eh'-teh.
ightteen,	<i>Diez y ocho,</i>	de-ess e oh-cho.
ineteen,	<i>Diez y nueve,</i>	de-ess oe no-eh'-veh.
'wenty,	<i>Veinte,</i>	veh-in'-teh.
'wenty-one,	<i>Veinte y uno,</i>	veh-in'-teh e oó-no.
'wenty-five,	<i>Veinte y cinco,</i>	veh-in'-teh e sing-ko.
'hirty,	<i>Treinta,</i>	treh-in'-tah.
'hirty-one,	<i>Treinta y uno,</i>	treb-in'-tah e oo'-no.
'orty,	<i>Cuarenta,</i>	kwahr-en'-tah.
'ifty,	<i>Cincuenta,</i>	sing-kwen'-tah.
ixty,	<i>Sesenta,</i>	seh-sent'-ah.
eventy,	<i>Setenta,</i>	seh-ten'-tah.



GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation
Eighty,	<i>Ochenta,</i>	oh-chen'-tah.
Ninety,	<i>Noventa,</i>	no-ven'-tah.
Hundred,	<i>Cien,</i>	see-en.
Two hundred,	<i>Doscientos,</i>	dos-see-en'-tos.
Three hundred,	<i>Trescientos,</i>	tres-see-en'-tos
Four hundred,	<i>Cuatrocientos,</i>	kwah'-tro-see-en-
Five hundred,	<i>Quinientos,</i>	kee-ne-en'-tos.
Six hundred,	<i>Seiscientos,</i>	seh'-is-se-en'-to
Seven hundred,	<i>Setecientos,</i>	seh'-teh-see-en
Eight hundred,	<i>Ochocientos,</i>	o'-cho-see-en'-
Nine hundred,	<i>Novcientos,</i>	no-'veh-see-en'
Thousand,	<i>Mil,</i>	mill.
Million,	<i>Millón,</i>	Mill-yohn'.

Ordinal Numbers.

The first,	<i>El primero,</i>	el pree-mair'-o
The second,	<i>El segundo,</i>	el seh-goön'-do
The third,	<i>El tercero,</i>	el tair-sair'-o.
The fourth,	<i>El cuarto,</i>	el koo-ar'-to.
The fifth,	<i>El quinto,</i>	el kin'-to.
The sixth,	<i>El sexto,</i>	el sex'-to.
The seventh,	<i>El séptimo,</i>	el sep'-tee-mo.
The eighth,	<i>El octavo,</i>	el ok-tah'-vo.
The ninth,	<i>El noveno,</i>	el no-veh'-no.
The tenth,	<i>El decimo,</i>	el dai'-see-mo.
The eleventh,	<i>El undécimo,</i>	el oon-dai'-see-
The twelfth,	<i>El duodécimo,</i>	el doo-o-dai'-se
The thirteenth,	<i>El decimotercio,</i>	el dai'-see-m
		see-o.
The fourteenth,	<i>El decimocuarto,</i>	dai'-see-mo-ko
The fifteenth,	<i>El decimoquinto,</i>	dai'-see-mo-kin
The sixteenth,	<i>El decimosexto,</i>	dai'-see-mo-sex
The seventeenth,	<i>El decimoséptimo,</i>	dai'-see-mo - s
		mo).

		vo.
The nineteenth,	<i>El decimonono,</i>	dai'-see-mo-nó-no.
The twentieth,	<i>El vigesimo,</i>	vee-jay'-see-mo.
The twenty-first,	<i>El vigesimoprimer,</i>	vee-jay'-see-mo-pree-mair'-o.
The thirtieth	<i>El trigésimo</i>	tree-jay'-see-mo.
The fortieth,	<i>El cuadragesimo,</i>	koo-ah-drah-hay'-see-mo.
The fiftieth,	<i>El quincuagésimo,</i>	kin-koo-ah-hay'-see-mo.
The sixtieth,	<i>El sexagésimo,</i>	sex-ah-hay'-see-mo.
The seventieth,	<i>El septuagésimo,</i>	sep-too-ah-hay'-see-mo).
The eightieth,	<i>El octogésimo,</i>	ok-to-hay'-see-mo.
The ninetieth,	<i>El nonagésimo,</i>	no-nah-hay'-see-mo.
The hundredth,	<i>El centésimo,</i>	sen-tay'-see-mo.
The thousandth,	<i>El milésimo,</i>	meel-ai'-see-mo.
The last,	<i>El último,</i>	ool'-te-mo.

The Custom House (*La Aduana*) La ah-doo-ah-na.

Here is my luggage,	<i>Aquí está mi equipaje,</i>	Ah-kee' ess-tah'mee eh-kee-pah-heh.
I have nothing to declare,	<i>No tengo nada que declarar,</i>	No tengo nah-dah keh deh-clah-rar.
How much is the duty?	<i>¿Cuanto es el derecho?</i>	Kwahn-to ess el deh-reh-cho.

A cab (*Un coche*) Oon koh-cheh.

Call a cab for me,	<i>Llamame un coche,</i>	L'yah-mah-me oon koh-cheh).
Drive me to the Avenida,	<i>Llevame a la Avenida,</i>	L'yeh-vah-me ah lah Ah-veh-nee-dah.



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English.	Argentine.	Pronunciation.
What is the name of?	<i>¿ Como se llama ?</i>	Koh-mo seh l'yah-mah.
Why not?	<i>¿ Porque no ?</i>	Por-keh no.
Where can I ?	<i>¿ Donde puedo ?</i>	Don-deh poo-eh-doh.
Can you tell me ?	<i>¿ Puede Vd. decirme ?</i>	Poo-ai-deh oos-teh deh-seer-me).

Where is the **Restaurant** ? *¿ Donde está el restaurant ?*
(Don-deh ess-tah' el rehs-ta-oo-rahn).

Waiter,	<i>Mozo,</i>	Moh-so.
Waiter ! give me the bill of fare,	<i>Mozo ! déme la lista de los platos,</i>	Moh-soh deh-meh lah lees-tah deh los plah-tohs.



GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
What have you ready?	<i>¿Que tiene Vd. listo?</i>	Keh tee-ain lees-toh.
How long will it take?	<i>¿Cuanto tiempo tomará eso?</i>	Coo-an-to toh-mah-ra
Give me something else,	<i>Déme otra cosa,</i>	Deh-meh o-t
I want a cup of coffee with milk,	<i>Quiero una tasa de café con leche,</i>	Kee - eh - rol tass-ah de con leh-tel
How much is it?	<i>¿Cuanto es?</i>	Coo-an-to es
Keep the change,	<i>Guárdese el cambio,</i>	Goo - ar' - de cahm-bee-
Bring me,	<i>Traigamé,</i>	Tra-ee-gah-i
A plate,	<i>Un plato,</i>	Oon plah-to
The wine list,	<i>La lista de vinos,</i>	Lah lees-tal nohs.
A table,	<i>Una mesa,</i>	Oon-ah mel
Ice,	<i>Hielo,</i>	Ee-ai-loh.
Ice-cream,	<i>Helado,</i>	Eh-lah-do.
A bottle	<i>Una botella,</i>	Oon-ah bo-t
A glass,	<i>Un vaso,</i>	Oon vah-so.
A knife,	<i>Un cuchillo,</i>	Oon koo-ch
A fork,	<i>Un tenedor,</i>	Oon teh-ne'
A spoon,	<i>Una cuchara,</i>	Oon - ah rah.
Bread,	<i>Pan,</i>	Pahn.
Butter,	<i>Manteca,</i>	Man-teh-kal
Beer,	<i>Cerveza,</i>	Sehr-veh-sal
Water,	<i>Agua,</i>	Ah-gwah.
Soup,	<i>Sopa,</i>	Soh-pah.
Fish,	<i>Pescado,</i>	Pehs-kah-do
Beefsteak,	<i>Bife,</i>	Bee-feh.
Mutton,	<i>Carnero,</i>	Kahr-neh-ro

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
Veal,	<i>Tenera,</i>	Tehr-neh-rah.
Lamb,	<i>Cordero</i>	Kor-deh-roh.
Pork,	<i>Cerdo,</i>	Sair-doh.
Ham,	<i>Jamón,</i>	Hah-mohn'.
Chicken,	<i>Pollo,</i>	Poh-lyoh.
Turkey	<i>Pavo,</i>	Pah-voh.
Duck,	<i>Pato,</i>	Pah-toh.
Eggs,	<i>Huevos,</i>	Weh-vohs.
Cheese,	<i>Queso,</i>	Keh-soh.
Pastry,	<i>Pasteles,</i>	Pah-steh-lehs.
Dessert,	<i>Postre,</i>	Pohs-treb.
Pepper,	<i>Pimiento,</i>	Pim-e-en-toh.
Salt,	<i>Sal,</i>	Sahl.
Oil,	<i>Aceite,</i>	Ah-seh-ee-teh.
Vinegar,	<i>Vinagre,</i>	Vee-nah-greh.
Mustard,	<i>Mostaza,</i>	Moss-tah-sah.
Sauce,	<i>Salsa,</i>	Sahl-sah.
Fruit,	<i>Fruta,</i>	Froo-tah.
Chop,	<i>Costilla,</i>	Kohs-tee-lyah.
Potatoes,	<i>Papas,</i>	Pah-pahs.
Cabbage,	<i>Repollo,</i>	Reh-poh-lyo.
Cauliflower,	<i>Coliflor,</i>	Kohl-eh-flohr.
Salad,	<i>Ensalada,</i>	En-sah-lah-da.
Omelette,	<i>Tortilla,</i>	Tor-tee-lyah
Apple,	<i>Manzana,</i>	Mahn-sah-nah.
Pears,	<i>Peras,</i>	Peh-rahs.
Grapes,	<i>Uvas,</i>	Oo-vahs.
Pine-apple,	<i>Anana,</i>	Ah-nah-nah.
Oranges,	<i>Naranjas,</i>	Nah-rahn-khas.
Cigar,	<i>Cigarro,</i>	See-gah-roh.
Cigarette,	<i>Cigarillo,</i>	See-gah-ree-lyoh.
Nothing more,	<i>Nada más,</i>	Nah-dah mass.
The bill,	<i>La cuenta,</i>	La koo-en-tah.



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Autumn,	<i>Otono,</i>	Oh-tohn-yoh.
Winter,	<i>Invierno,</i>	In-vee-er-noh.
Saturday,	<i>Sábado,</i>	Sah'-bah-doh.
The week,	<i>La semana,</i>	La seh-mah-nah.
Half an hour,	<i>Media hora,</i>	Meh-de-ah oh-rah.
Three hours and a half,	<i>Tres horas y media</i>	Tress oh-rahs ee meh-dee-ah.
One hour ago,	<i>Hace una hora</i>	Ah-seh oo-nah oh-rah.
A century,	<i>Un siglo,</i>	Oon see-gloh.
To-morrow,	<i>Mañana,</i>	Mahn-yah-nah.
This morning,	<i>Esta mañana,</i>	Ess-tah mahn-yah-nah.
This afternoon,	<i>Esta tarde,</i>	Ess-tah tahr-deh.
The day before yesterday,	<i>Antes de aver,</i>	Ahn-tess deh ah-yare.
At midnight,	<i>A media noche,</i>	Ah meh-de-ah no-cheh.
Rain,	<i>Lluvia,</i>	Lyoo-vee-ah.
The sun,	<i>El sol,</i>	El sohl.
The moon,	<i>La luna,</i>	La loon-ah
The stars,	<i>Las estrellas,</i>	Lahs ess-treh-lyas.
The sky,	<i>El cielo,</i>	El see-eh-loh.
Sunrise,	<i>El amanecer,</i>	El ah-mah-neh-sair.
Last week,	<i>La semana pasada,</i>	Lah sem-mahn-na pah-sah-da.
Yesterday morning,	<i>Ayer por la mañana,</i>	Ah-yair por lah mahn-yah-nah.
Yesterday afternoon,	<i>Aver por la tarde</i>	Ah-yairpor lah tar-deh.
Yesterday evening,	<i>Anoche,</i>	Ah-no-cheh.
Last night,	<i>Anoche,</i>	Ah-no-cheh.
Sunset,	<i>Anohecer,</i>	Ah-no cheh-sehr.
To-morrow morning,	<i>Mañana por la mañana,</i>	Mahn-yah-nah por la mahn-yah nah.

Córdoba Central and Córdoba and Rosario Rail

*Direct Route between Buenos Air
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CÓRDOBA MOUNTAINS, SUMMER RESORTS

Special return tickets at reduced rates are issued from F.C.C. y R., during the season, commencing on the 1st of January until 31st of March, available to return until the 30th of April.

**Jesus Maria, Sarmiento, La Calera, Santa
Cosquin, La Falda, Huerta Grande, La Cumbre,
San Esteban, and Capilla del Monte.**



ROSARIO DE LA FRONTERA WINTER RESORTS

Trains for Rosario de la Frontera Thermal Baths are with splendid saloon, sleeping, restaurant, and buffet cars.

The catering for the latter being done direct by the Company, only articles of food and refreshments of the quality are supplied to passengers. Special return tickets fares are issued from Córdoba and Rosario (F. C. C. & R.) during the season.

BOOKING OF MERCHANDISE AND GENERAL CARGO TO AND FROM BUENOS AIRES

In order to secure quick transport for goods destined to Rosario, Francisco, Rafaela, Córdoba, Rioja, Catamarca, Santiago, Salta, and Jujuy, merchants are requested to book all consignments from 'Digue 4' Station (Buenos Aires).

For further particulars apply to the **Administration** of the

(Or - **B. Mitre, 519, Buenos Aires.**
Las Heras, 622, Tucumán.
San Martin, 695, Rosario.

DUNCAN M. MUNRO, General Manager



Sierras de Córdoba (Córdoba Hills), Argentine Republic.

[Photo: H. G. Olds.]

English.	Argentine.	Pronunciation.
To-morrow afternoon,	<i>Mañana por la tarde,</i>	Mahn-yah-nah por lah tar-deh.
To-morrow evening,	<i>Mañana por la noche,</i>	Mahn-yah-nah por la no-cheh.
Last month,	<i>El mes pasado,</i>	El mehss pah-sah-doh.
Next month,	<i>El mes proximo,</i>	El mehss prox-e-moh.
The day after to- morrow	<i>Pasada mañana,</i>	Pass-ah-doh mahn-yah- nah.
What o'clock is it?	<i>¿ Que hora es ?</i>	Kay oh-rah ess.
Five minutes past eight,	<i>Las ocho y cinco,</i>	Las o-cho ee sing-ko.
Seven o'clock,	<i>Las siete,</i>	Las see-eh-teh.



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GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
The road,	<i>El camino,</i>	El kah-mee-no.
The school,	<i>La escuela,</i>	Lah ess-koo-eh-la.
The store,	<i>El almacén,</i>	El ahl-mah-sehn.
The theatre,	<i>El teatro,</i>	El teh-ah-troh.
The quay,	<i>El muelle,</i>	El moo-el-lyeh.

Correspondence, *Correspondencia* (Cor-res-pohn-den-cee-a).

Where is the post office?	<i>¿Donde está el correo?</i>	Don-deh es-tah' el cor-reh-o.
I want to post a letter,	<i>Quiero poner una carta en el correo,</i>	Key-er-o poh-nair una car-ta en el cor-reh-o.
When does the post leave for England?	<i>¿Cuándo sale el correo para Inglaterra?</i>	Coo-ahn-do sah-leh el cor-reh-o pah-rah Ing-glat-air-rah.
Where is the nearest pillar-box?	<i>¿Donde está el buzón más cerca?</i>	Don-deh es-tah' el boo-sohn' mass sáir-kah.
I want to get this letter registered,	<i>Quiero certificar esta carta,</i>	Key-er-o cer-tee-fee-cabr es-tah cahr-tah.
Please weigh this letter for me,	<i>Sírvase pesar esta carta para mí,</i>	Seer-vah-seh peh-sahr es-tah cabr-tah pah-rah mee.

The Human Body, *El cuerpo humano* (El coo-er-poh u-mahn'-noh).

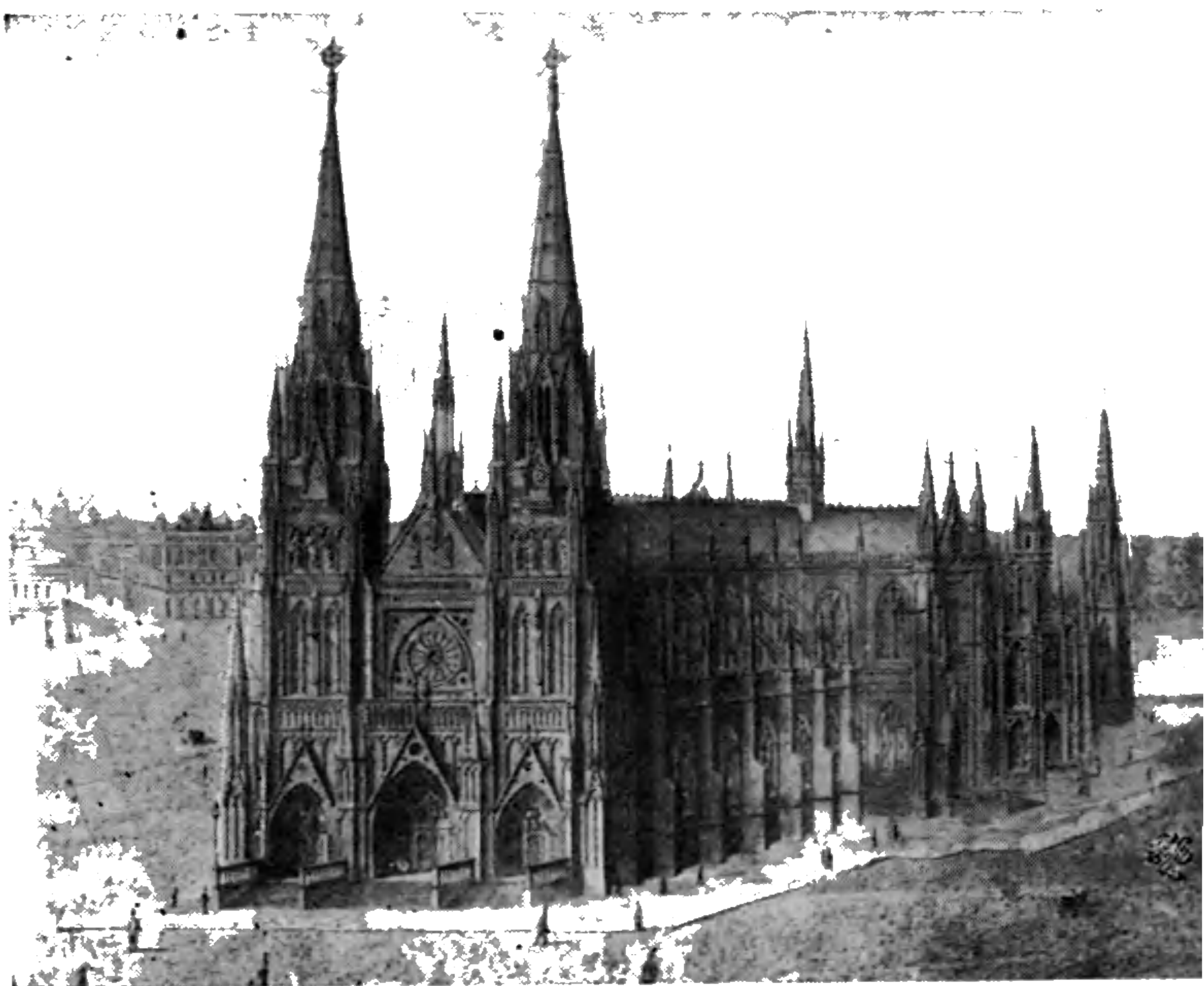
The arm,	<i>El brazo,</i>	El brah-soh.
The back,	<i>La espalda,</i>	La ess-pahl-dah.
The bones,	<i>Los huesos,</i>	Lobs wheh-sohs.
The beard,	<i>La barba,</i>	Lah bahr-ba.
The blood,	<i>La sangre,</i>	Lah san-greh.
The brain,	<i>El cerebro,</i>	El seh-reh-broh.
The breast,	<i>El pecho,</i>	El peh-choh.

THE BUENOS AIRES WESTERN RAILWAY, 1

WORKING 1305 MILES OF LINE.  A. F. LERTORA, General

THIS Railway runs through the most fertile 'camps' in the Province of Buenos Aires, and is an essentially business line, therefore does not attract the tourist, as there is practically nothing to see beyond the land under cultivation and the pasturage for stock breeding.

The only place of interest appealing to every Catholic is the Shrine of Lujan, situated in one of the suburbs of Buenos Aires, which is regarded as the



Shrine of Lujan.

of architectural work in South America, and, as a matter of fact, comparable with any other building of its kind in the world, as the above shows. Pilgrims continually flock in thousands to this place of Worship.

As already stated, this Railway runs through the 'camps' in the Province of Buenos Aires, which are considered the best in South America; the climate is exceptionally favourable to agriculture, as neither very hot weather prevails in the North, and not too-frequent rains as are experienced in the South of the continent. We can safely say that there is no better investment for the British capital in 'camps' in the neighbourhood of the Western Railway, as notwithstanding the value of land is considered high to-day, there is no doubt that the value will double their value in the course of the next few years.

Further extensions of the Company's lines through the Province of Santa Fe into the Province of Mendoza have been authorised by the National Government.

City Office: 552 Calle Cangallo

BUENOS AIRES, May 1909.

(where further information can be obtained)



Argentine Gaucho with Guitar.

[Photo: A. W. B. & Co.]

English.	Argentine.	Pronunciation.
The cheek,	<i>La mejilla,</i>	La meh-heel-ya.
The chin,	<i>La barba,</i>	Lah bahr-bah.
The complexion,	<i>La tez,</i>	Lah tehs.
The ears,	<i>Las orejas,</i>	Las oh-reh-has
The elbow,	<i>El codo,</i>	El koh-doh.
The eye,	<i>El ojo,</i>	El oh-hoh.
The face,	<i>La cara,</i>	Lah kah-rah.
The fingers,	<i>Los dedos,</i>	Los deh-dos.
The foot,	<i>El pie,</i>	El pee-ay.
The forehead,	<i>La frente,</i>	La fren-teh.
The hair,	<i>El pelo,</i>	El peh-loh.
The hand,	<i>La mano,</i>	Lah mah-noh.
The head,	<i>La cabeza,</i>	La kah-beh-sah.



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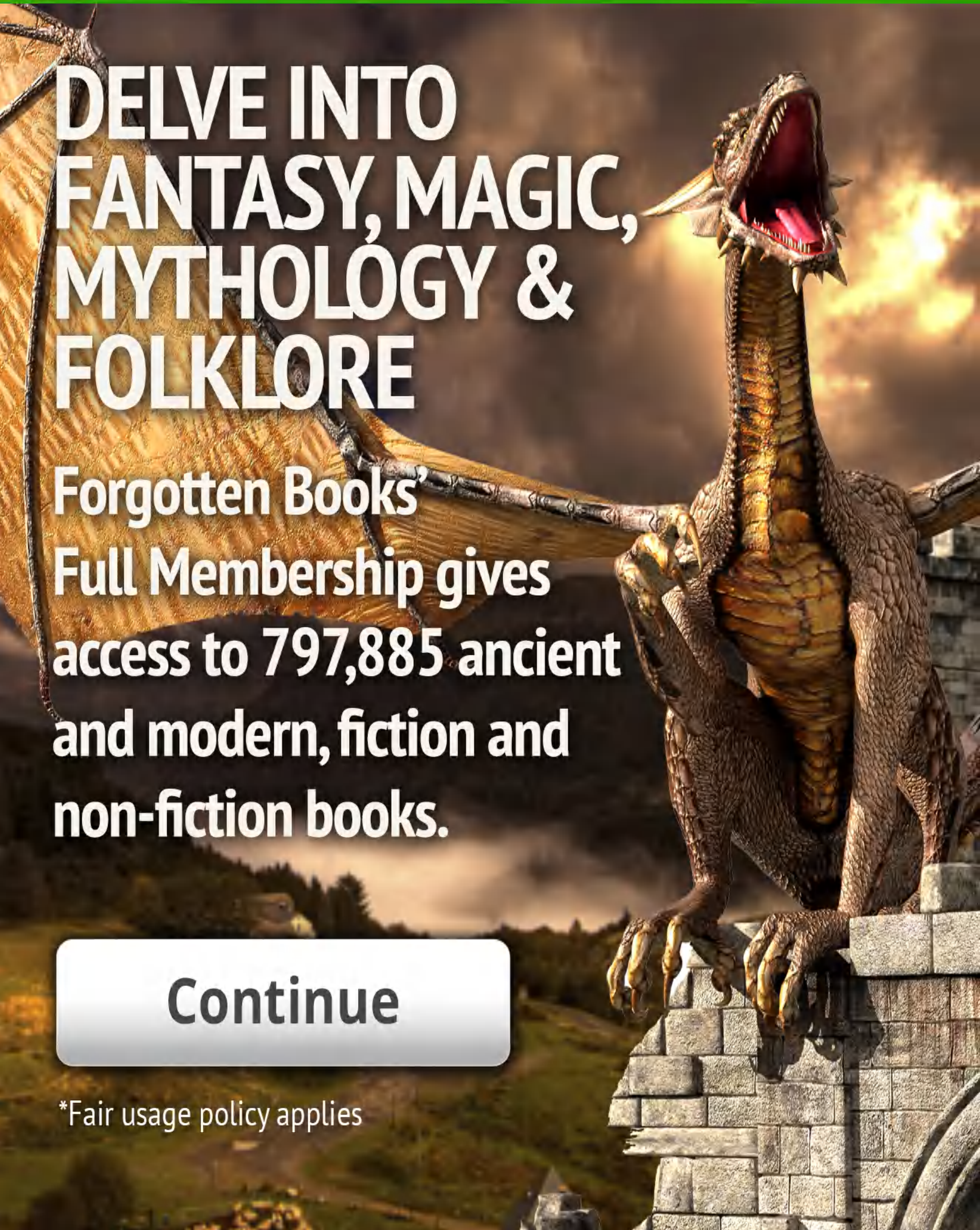
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Gaicho, Argentine Republic.

[Photo: A. W. B. & Co.]

English.

Equal,
False,
Fat,
Flat,
Free,
Fresh,
Full,
Gay,
Good,
Great,
Handsome,
Happy,

Argentine.

Igual,
Falsa,
Gordo,
Plano,
Libre,
Fresco,
Lleno,
Alegre,
Bueno,
Gran,
Hermoso,
Feliz,

Pronunciation.

Ee-gwahl.
Fahl-sah.
Gohr-doh.
Plah-noh.
Lee-breh.
Fress'-koh.
L'yeh-noh.
Ah-leh-greh.
Boo-eh-noh.
Grahn.
Ehr-moh-soh.
Feh-lees'.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronuncia.
Hard,	<i>Duro,</i>	Doo-roh.
Heavy,	<i>Pesado,</i>	Peh-sah-de
Height,	<i>Altura,</i>	Ahl-too-rah
High,	<i>Alto,</i>	Ahl-toh.
Hollow,	<i>Hueco,</i>	Weh-koh.
Honest,	<i>Honrado,</i>	On-rah-doh
Hungry,	<i>Ambriento,</i>	Am-bree-en
Ill,	<i>Enfermo,</i>	En-fehr-mol
Just,	<i>Justo,</i>	Hoos-toh.
Large,	<i>Grande,</i>	Grahn-deh.
Late,	<i>Tarde,</i>	Tar-deh.
Narrow,	<i>Angosto</i>	Ahn gobs-to
New,	<i>Nuevo,</i>	Noo eh-voh.
Old,	<i>Viejo,</i>	Vee-eh-hoh.
Open,	<i>Abierto,</i>	Ah-bee-ehr-
Poor,	<i>Pobre,</i>	Poh-bre ^h .
Pretty,	<i>Lindo,</i>	Leen-doh.
Public,	<i>Público,</i>	Poo'-ble-koh
Pure,	<i>Puro,</i>	Poo-roh.
Quiet,	<i>Tranquilo,</i>	Tran-keel-ol
Rich,	<i>Rico,</i>	Ree-koh.
Ripe,	<i>Maduro,</i>	Mah-doo-rol
Round,	<i>Redondo,</i>	Reh-don-dol
Sharp,	<i>Agudo,</i>	Ah-goo-doh.
Short,	<i>Corto,</i>	Kohr-toh.
Small,	<i>Pequeño,</i>	Peh-kehn-yo
Smooth,	<i>Liso,</i>	Lee-soh.
Soft,	<i>Blando,</i>	Blan-doh.
Sour,	<i>Agrio,</i>	Ah'-gree-oh.
Square,	<i>Cuadrado,</i>	Kwah-drah- ^c
Strange,	<i>Estraño,</i>	Ess-tran-yoh.
Strong,	<i>Fuerte</i>	Foo-ehr-teh.
Sweet,	<i>Dulce,</i>	Dool-seh.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
Thick,	<i>Espeso,</i>	Ess-peh-soh.
Thin,	<i>Delgado,</i>	Dehl-gah-doh.
True,	<i>Verdadero,</i>	Vehr-dah-deh-roh.
Ugly,	<i>Feo,</i>	Feh-oh.
Useful,	<i>Util</i>	Oo-teel.
Warm,	<i>Caliente,</i>	Kah-lee-en-teh.
Weak,	<i>Debil,</i>	Deh-beel.
Well,	<i>Bueno,</i>	Boo-eh-noh.
Whole,	<i>Todo,</i>	Toh-doh.
Wide,	<i>Ancho,</i>	An-choh.
Young,	<i>Joven,</i>	Hoh-ven.

Haircutter, *Peluquero* (Peh-loo-kair-oh).

The barber,	<i>El barbero,</i>	El bahr-beh-roh.
Cut my hair,	<i>Corteme el cabello,</i>	Cohr-teh-meh el kah-beh-l'yoh.
Short,	<i>Corto,</i>	Kohr-toh.
Not too short,	<i>No demasiado corto,</i>	Noh de-mah-see-ah-doh kohr-toh.
I wish to be shaved,	<i>Quiero afeitarme,</i>	Kee-eh-roh ah-feh-e-tahr-meh.
Be careful,	<i>Tenga cuidado,</i>	Ten-gah quee-dah-doh
How much is it?	<i>¿Cuanto es?</i>	Koo-ahn-toh ess.

The weather, *El tiempo* (El tee-em-poh).

It is cold,	<i>Hace frío,</i>	Ah-seh free-oh.
It is warm,	<i>Hace calor,</i>	Ah-seh kah-lohr.
It is fine,	<i>Hace buen tiempo,</i>	Ah-seh boo-en tee-emp-oh.

Useful phrases, *Frases utiles* (Frah-zes oot'eel-ess).

So long,	<i>Hasta luego,</i>	As-tah loo-ai-go.
Until to-morrow,	<i>Hasta mañana,</i>	As-tah mahn-yah-nah.



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Going to Market,' Buenos Aires Province.

[Photo: A. W. B. & Co.]

Argentine.	Pronunciation.
tebes, <i>Necesito fósforos</i>	Neh-seh-see-toh fohs-foh-ros.
here? <i>¿Se puede fumar aquí?</i>	Seh poo-eh-deh foo-mahr ah-kee'.
<i>Es muy caro,</i>	Ess moo-e kah-roh.
me <i>Hágame el favor de enseñarme varias clases,</i>	Ah'-gah-méh el fah-vor deh en-sehn-yar-me vah-ree-ass clah-cess.
<i>En seguida,</i>	En seh-guee'-dah.
er, <i>Volveré más tarde,</i>	Vohl-vair-ay' mass tar-deh.
<i>Yo esperaré,</i>	Yoh es-pair-ah-reh'.
right, <i>Si eso está bien,</i>	Cee ess-oh es-tah bee-en.

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FLORIDA, 238, BUENOS AIRES

GUIDE TO BUENÓS AIRES.

English.	Argentine.	Pronunciation.
Have you nothing cheaper,	<i>No tiene algo más barato,</i>	Noh tee-en-eh al-goh mahs bah-rah-toh.
What is the lowest price?	<i>¿Cual es el último precio?</i>	Kwahl ess el ool'-tee-mo preh-se-oh.
Wait a moment,	<i>Espere un momento,</i>	Ess-peh-reh oon moh-men-toh.
I beg your pardon,	<i>Perdone Vd.,</i>	Pehr-doh-neh oos-teh.
Yes, sir,	<i>Si, señor,</i>	See sen-yore.
No, sir,	<i>No, señor,</i>	Noh sen-yore.
Allow me,	<i>Permitame Vd.,</i>	Pehr - mee - tah - meh oos-teh.
Will you tell me?	<i>¿Sirvase Vd. decirme?</i>	Seer-vah-seh oos-teh deh-seer-meh.
It does not matter,	<i>No importa,</i>	Noh im-pohr-tah.
Come in,	<i>Entre Vd.,</i>	En-treh oos-teh.
Very well,	<i>Muy bien,</i>	Moo-e bee-en.
I am in a hurry,	<i>Estoy de prisa</i>	Ess-toy de pree-sah.
What is this?	<i>¿Que es esto?</i>	Keh ess ess'-toh.
Where is—?	<i>¿Donde está?</i>	Don-deh es-tah'.
Which is the way to—?	<i>¿Cual es el camino para?</i>	Kwahl ess el kah-mee-no pah-rah.
Please direct me to —— street,	<i>Sirvase indicarme la calle ——</i>	Seer-vah-seh' in-deeh-kar' - meh lah cal-yeh ——.

The Railway, *El ferrocarril* (El feh-roh-kahr-ril).

The station,	<i>La estación,</i>	Lah es-tah-s'yohn'
What is the price of a ticket to La Plata?	<i>¿Cuanto cuesta un billete á La Plata?</i>	Coo-an-to coo-es-tah oon bil-yeh-teh ah Lah Plah-tah).
A single ticket,	<i>Un billete de ida,</i>	Oon bil-yeh-teh deh ee-dah.
A return ticket,	<i>Un billete de ida y vuelta</i>	Oon bil-yeh-teh deh ee-dah ee voo-el-tah.



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GUIDE 'TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
All,	<i>Todo,</i>	Toh-doh.
Almost,	<i>Casi,</i>	Kah-see.
Already,	<i>Ya,</i>	Yah.
Also,	<i>Tambien,</i>	Tahm-bee-en.
Always,	<i>Siempre,</i>	See-em-preh.
Among,	<i>Entre,</i>	En-treb.
And,	<i>Y,</i>	Ee.
As,	<i>Como,</i>	Como.
As many,	<i>Tantos</i>	Tahn-tohs.
As much,	<i>Tanto,</i>	Tahn-toh.
At,	<i>A, en,</i>	Ah, en.
At last,	<i>Al fin,</i>	Ahl feen.
At least,	<i>A lo menos,</i>	Ah lo meh-nohs.
Now,	<i>Ahora,</i>	Ah-owr-ah.
Because,	<i>Porque,</i>	Pohr-keh.
Better,	<i>Mejor,</i>	Meh-hore.
Between,	<i>Entre,</i>	En-treh.
Beyond,	<i>Más allá</i>	Mas al-yah'.
But,	<i>Pero</i>	Peh-roh.
By,	<i>Por,</i>	Pohr.
During,	<i>Mientras,</i>	Mee-en-trabs.
Early,	<i>Temprano,</i>	Tem-prah-noh.
Enough,	<i>Bastante,</i>	Bahs-tan-teh.
Far,	<i>Lejos,</i>	Leh-hos.
From,	<i>De, desde</i>	Deh des-deh.
Here,	<i>Aquí,</i>	Ah-kee'.
How,	<i>Como,</i>	Koh-moh.
However,	<i>No obstante,</i>	Noh obstan-tèh.
If,	<i>Si,</i>	See.
In future,	<i>En lo venidero,</i>	En loh veh-nee-deh-roh.
In,	<i>En, dentro,</i>	En, den-troh.
Inside,	<i>Adentro,</i>	Ah-den-troh.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunc.
Late,	<i>Tarde,</i>	'Tahr-deh.
Less,	<i>Menos,</i>	Meh-nohs.
Little,	<i>Poco,</i>	Poh-koh.
More,	<i>Más,</i>	Mahs.
Much,	<i>Mucho,</i>	Moo-choh.
Nearly,	<i>Casi,</i>	Cah-see.
Never,	<i>Nunca,</i>	Noon-kah.
Nothing,	<i>Nada,</i>	Nah-dah.
Nowhere,	<i>Ninguna parte,</i>	Neen-gooh- teh.
Of,	<i>De,</i>	Deh.
Often,	<i>A menudo,</i>	Ah meh-noo
Only,	<i>Solamente,</i>	Sol-lah-men-
Opposite,	<i>En frente,</i>	En frehn-teh
Or,	<i>O,</i>	Oh.
Out of,	<i>Fuera de,</i>	Foo-er-ah de
Perhaps,	<i>Quizas,</i>	Keesz-ass.
Quick,	<i>Pronto,</i>	Pron-toh.
The same,	<i>Lo mismo,</i>	Loh-mees-m
Seldom,	<i>Rara vez</i>	Rah-rah ves
Since,	<i>Desde,</i>	Debs-deh.
Something,	<i>Algo,</i>	Ahl-goh.
Sometimes,	<i>Algunas veces,</i>	Ahl-goo-nah
So much,	<i>Tanto,</i>	Tahn-toh.
Therefore,	<i>Por eso,</i>	P'ohr ess-oh.
And,	<i>A,</i>	Ah.
Together,	<i>Juntos,</i>	Hoon-tohs.
Too much,	<i>Demasiado,</i>	Deh-mah-se
Towards,	<i>Hacia,</i>	Ah'-see-ah.

GUIDE TO BUENOS AIRES.

NOTE BY THE COMPILER.

Bringing *Finis* to the first edition of *Mitchell's Guide Book to Buenos Aires* I feel it my duty to express my sincere thanks for the courtesy shown by the Consul, various Government Officials, the other members of the Committees of some of the Institutions mentioned, and many private persons to whom I am indebted for guidance and

information, also, I thank readers for their tolerance and forbearance, especially where adverse criticism may be met, for it should be borne in mind that the obstacles always encountered by a pioneer effort were absent in the present case.

This little work, fulfilling its unambitious mission, fresh and brought thoroughly up to date, will be issued yearly, and in the case, I should feel more than grateful for any criticism or suggestion that will, on future occasions, give greater satisfaction.

THE COMPILER.



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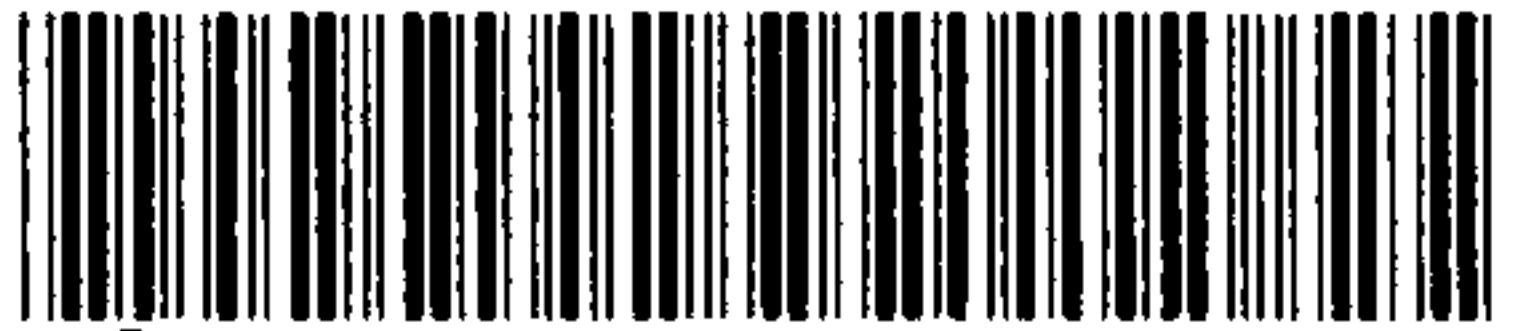
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